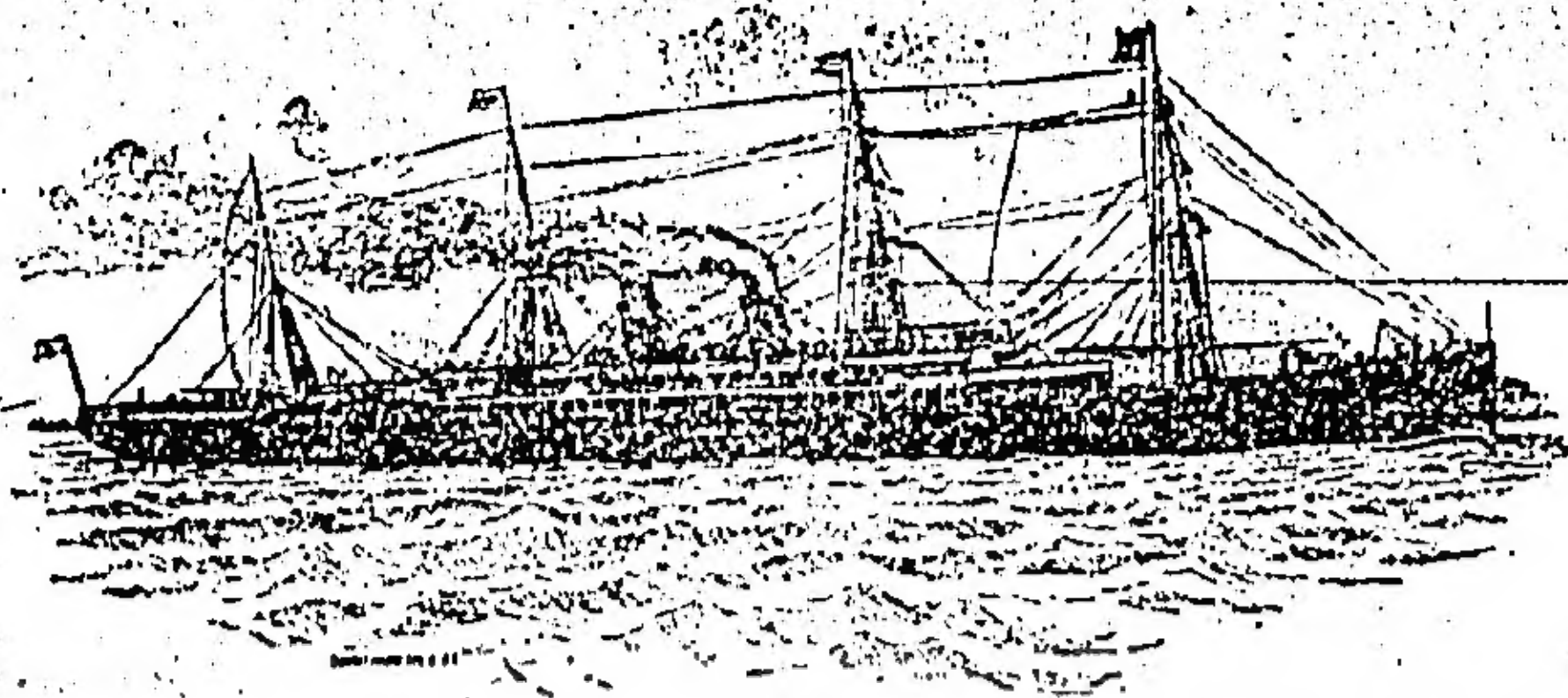


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	THURSDAY, 20th November, at Noon.
"GOPELO"	FRIDAY, 28th November, at Noon.
"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOBEL"	SATURDAY, 13th December, at Noon.
"GALLO"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"OHINA"	THURSDAY, 8th January, 1903, at Noon.
"DORU"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA", 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 20th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

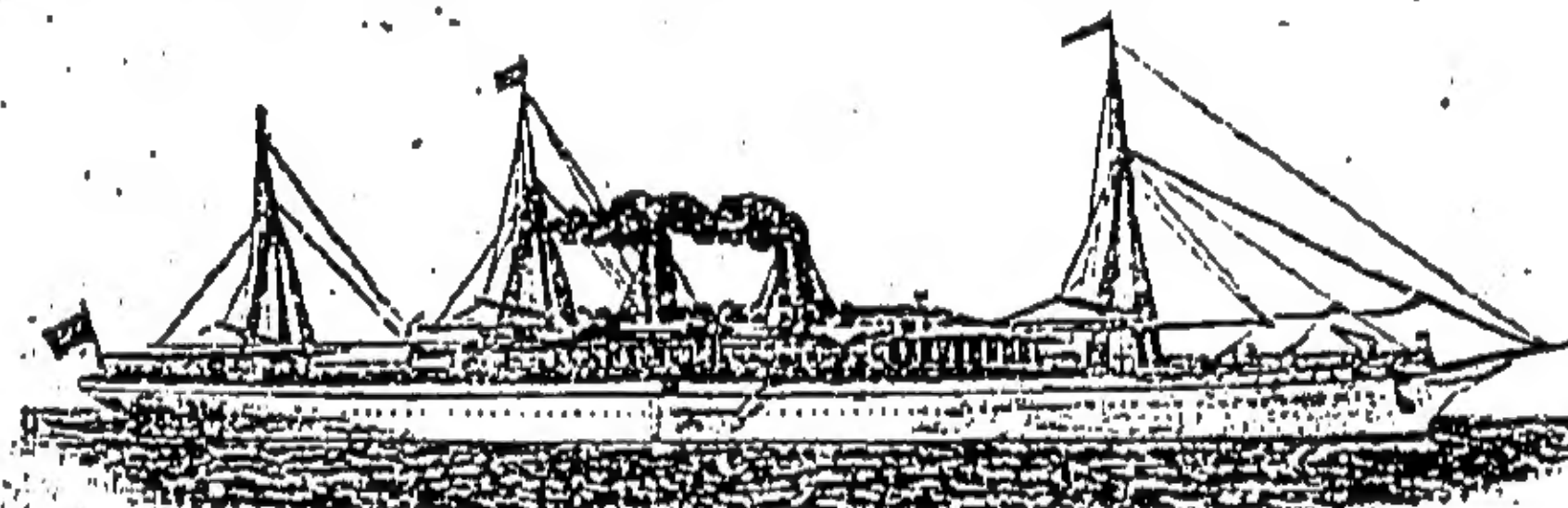
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF INDIA	Comdr. O.P. Marshall, R.N.R. WEDNESDAY, 19th Nov.
"TARTAR"	Comdr. E. Beetham, R.N.R. WEDNESDAY, 3rd Dec.
"EMPRESS OF JAPAN"	Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th Dec.
"ATHENIAN"	Comdr. H. Mowatt, R.N.R. WEDNESDAY, 31st Dec.
"EMPRESS OF CHINA"	Comdr. R. Archibald, R.N.R. WEDNESDAY, 14th Jan.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.	
SERBIA	HAVRE and HAMBURG.	19th Nov.	Freight.
BRUNNEN	(Calling at SINGAPORE and COLOMBO).		
MARBURG	HAVRE and HAMBURG.	3rd Dec.	Freight.
Niedermeyer	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE and HAMBURG.	17th Dec.	Freight.
BRONK	(Calling at SINGAPORE and COLOMBO).		
ALESIA	HAVRE and HAMBURG.	31st Dec.	Freight.
Schönfeldt	(Calling at SINGAPORE and PENANG).		
NURNBERG	HAVRE and HAMBURG.	13th Jan.	Freight.
Taburg	(Calling at SINGAPORE and COLOMBO).	1903.	
SILESIA	HAVRE and HAMBURG.	27th Jan.	Freight.
Bahle	(Calling at SINGAPORE and PENANG).	1903.	

For further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, No. 11, Queen's Building.

Hongkong, 14th November, 1902.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the ADJOURNED ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS of the above Company which was Adjourned from the 18th August last will be held at the CITY HALL, TO-MORROW, the 18th November, at 11.15 o'clock A.M. when the TOLL ORDERED at the Meeting of the 8th August will be taken. The TRANSFER BOOKS of the Company will be CLOSED from 9 o'clock A.M. on MONDAY, the 17th, to 1 o'clock P.M. on TUESDAY, the 18th November, inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 17th November, 1902. [1163d]

CHINA TRADING INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 25th instant, at TWELVE O'CLOCK, NOON, for the purpose of presenting the Report of the Directors and Statements of Accounts to the 30th April last, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

By Order of the Board of Directors,
W. H. RAY,
Secretary.

Hongkong, 14th November, 1902. [1163d]

THE HONGKONG STEAM WATER BOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 20, Des Voeux Road, on TUESDAY, the 25th day of November, at Noon, for the purpose of presenting the Report and Statement of Accounts to the 30th of September, 1902. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW,
Manager.

Hongkong, 14th November, 1902. [1218d]

ST. GEORGE'S BALL.

A MEETING OF THE SUBSCRIBERS to the ST. GEORGE'S BALL will be held by kind permission, at the CITY HALL, on TUESDAY, 25th November, 1902, at 5.15 P.M. His Honour the Chief Justice, Sir WILLIAM MEICHO GOODMAN, will preside. Up to the present there are 136 Subscribers. Further intending Subscribers are requested to sign lists now in circulation or to notify the Undersigned as early as possible.

E. W. MITCHELL,
Hon. Secretary.

Hongkong, 13th November, 1902. [1213d]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICE, No. 13, Beaconsfield Arcade, Victoria, in the Colony of Hongkong, on THURSDAY, the 27th day of November, 1902, at 12 o'clock, Noon, when the Subjoined Special Resolution which was passed at the Extraordinary General Meeting held on the 11th day of November, 1902, will be submitted for confirmation:—

1. That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$11 each, with the sum of \$10 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$10 each on which the sum of \$10 each has been paid up, and that one New Share of \$11, with the sum of \$10 paid up thereon, be given in lieu of and in exchange for each old share of \$10 fully paid up, and that thereupon the said old shares be cancelled.
2. That of the remaining \$1 payable in respect of each of the New Shares, the sum of 50 cents be paid on the surrender of the old share, and that the remainder be called up (if necessary) and paid at such times and in such instalments as the Board may determine.

By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary.

Hongkong, 11th November, 1902. [1199d]

NOTICE.

WANTED TEMPORARILY, TWO GOOD CHINESE DRAFTSMEN to make Drawings of Survey Plans.

Apply to PUBLIC WORKS DEPARTMENT with Specimens of Work.

Hongkong, 15th November, 1902. [1225d]

KEEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.50 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th March, 1902. [116]

NOW READY

THE PAMPHLET ENTITLED: "THE HONGKONG DOCK CO. ITS PRESENT AND FUTURE PROSPECTS." Discussed in connection with the proposal for the construction of a New Dock.

PRICE: 50 cents, cash.

Apply to the HONGKONG TELEGRAPH OFFICE,
1, ICE HOUSE ROAD.

Hongkong, 1st October, 1902.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS.

SOLE AGENTS for Louis Adame's Watches awarded the highest Prize at every Exhibition and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPECTACLES.

Nov. 14, 1902, Queen's Road Central.

Intimations.

SALT
HERRINGS

FROM

SCOTLAND.

\$5 A KEG.

RITCHIE & Co.,

Des Voeux Road.

Hongkong, 17th November, 1902. [1567d]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100-Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fix up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 14th October, 1902. [120]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRIMA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

SOLE AGENTS for

FERGUSON'S SPECIAL CREAM and

J. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th October, 1902.

Hotels.

GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [1339c]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

Telegraphic Address: MARINEWORK, HONGKONG.

A and A Co., 4th Edition.

E. C. WILKS & Co.

MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' claims and Specifications Prepared.

Office: 12, Beaconsfield Arcade, 1st floor.

Hongkong, 3rd October, 1902. [1222c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for: SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [12]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central.

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1255c]

DROZ & Co.,

WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1861, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCHES & CHRONOMETERS. TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 14, QUEEN'S ROAD CENTRAL.

Hongkong, 10th October, 1901. [1226c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER, guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE 50 cents per case of 48 bottles (quarts). Special Prices for Quantities.

Sole Agents: SIEMSEN & CO.,
HONGKONG, 20th May, 1902. [1595d]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given on every purchaser.

40, QUEEN'S ROAD, Watson's Building.

TAI LOONG.

NEW Kid Gloves, Fancy Dress Goods, Caps and Jackets, Flannels and Berberes.

Hongkong, 14th October, 1902. [1502d]

SANG MOW

DEALER IN Rattan Furniture, Bamboo Blinds and Matting of All Orders.

Mo's Queen's Road Central. Prices and Applications. Orders Executed Promptly.

Hongkong, 14th October, 1902.

LEE LOONG.

THE NEW TREATY.

OPINIONS OF A SPECIALIST.

The criticism of Mr. A. R. Colquhoun, the well known authority on Chinese affairs, of "China in Transformation" &c, on the new Commercial Treaty is so full of home truths and timely warning, that we reproduce it in *extenso* as it appeared the other day in a leading London daily:

A week ago I wrote of the new Chinese Commercial Treaty as foredoomed to failure. Since then (after a very significant "hitch") it has been signed, and promptly we hear of the delight and content predictions as to China's commercial future. Unpleasant as the office of "wet blanket" must always be, it is impossible to refrain from pointing out that these views are, to say the least, too sanguine, unless we are to believe that in the act of signing Sir James Mackay's treaty Chinese officials were regenerated and obtained new hearts. Even if this were the case I think I have shown that many practical difficulties would have to be overcome before the treaty could be carried out.

Sir James Mackay, with an optimism which is no doubt largely due to his previous inacquaintance with China and the Chinese, declares that likin is practically abolished throughout the length and breadth of the Celestial Empire, and that the very word is wiped out of the language. The latter may well be the case, but as to the former is not the successful negotiator just "a little previous"? In the first place, the treaty has not yet been agreed to by the other Powers, and China emphasised the point that their consent is absolutely essential before likin is abolished. As for the Chinese themselves, it would have been more correct to say that likin is, or shortly may be, technically abolished, and even that would have been a legitimate source of satisfaction to the negotiator of the treaty.

There has been throughout a suspicious readiness on the part of the Chinese to comply with the proposals of Great Britain. We learn that Sir James Mackay was able to convince the Chinese authorities that the treaty would be for the good of China; in short, that in the course of a few interviews he was able to do what no other man has ever succeeded in doing—persuade the Chinese to take an European view of commerce, taxation, and finance. This is the more remarkable because the new point of view involves not only opening the country to Europeans, but giving them a much larger share of the control of internal affairs.

"THE CHANGE OF HEART."

This change of heart was, we are to believe, first worked on Sheng and the Yang-tze Viceroy, and then through their representations on Peking. While Liu Kun-yi and Chang Chih-tung are probably really convinced that some more liberal policy is necessary to rehabilitate the finances of the Central Government, and while they also recognise that they are not individually in a position to run counter to Peking in any case, it must be a matter for serious doubt to anyone who is acquainted with Sheng if his conversion was anything more than skin deep. As for Peking there seems to be a sort of impression in this country that the Manchus Party, which is the Government, is, like Governments in Western countries, genuinely anxious to promote the welfare of every part of their Empire. This is a delusion. The Manchus simply want to get as much money as they can, and they care nothing for the well-being of the people they rule. Too many Chinese officials

are mere creatures of the Manchus, and desire nothing more than to "wind well" with their masters and feather their own nests. There is a small minority of genuinely conscientious Chinese who do their duty according to their lights, such as the Yang-tze Viceroy, who happen to be "persons grata" at Court, because of their proved loyalty to the person of the Dowager Empress. Sheng does not belong to this honourable minority. He has won his position by other means than upright dealing and strict loyalty, and he is the more anxious to curry favour at Court by getting what he can for the insatiable Manchus.

There is no doubt that there are rejoicings at Peking, as in London, over the conclusion of the treaty, but for rather different reasons. It must be remembered that by this treaty the Chinese Government is getting what it has long fought for—a very substantial increase on foreign duties, and, moreover, the Europeans have shown the Chinese a method whereby they can secure that these duties should be practically controlled by the Central Government as likin never could be. Under extreme financial pressure they would have been prepared to promise any *quid pro quo* in return for such a way out of their difficulties.

AIMS OF THE GOVERNMENT.

It certainly seemed at one period of the negotiations as though the obstinate foreigner were going to spoil everything by insisting that the extra revenue should go intact to the provinces. A little skilful manipulation, however, and Peking has arranged this matter to its own satisfaction; confident that, once the new regulations are in force, it can square matters with the Viceroy, of whose loyalty it is assured.

As now settled the new salt tax and the new surtax are to be held by the Imperial Chinese Customs to the order of the Provincial Viceroy and Governors "in proportions arranged between them and the Board of Revenue." The maritime customs, on instructions from the Provincial Viceroy, are to remit to Peking, the equivalent of former likin contributions, as well as the amount due of the 1898 Loan. Of course, the Board of Revenue is tantamount to the Imperial Government, and there is no possibility of checking its decisions. The introduction of the maritime customs, with their foreign personnel, is very popular in this country, and is supposed in some way to guarantee the smooth and effective working of the arrangement. It is forgotten, however, that this body has no real control of any funds. All moneys go direct to the native banker, and the maritime customs officials are merely accountants and make their returns to the Board of Revenue. There is a vaguely worded clause in the treaty relating to the supervision of "native customs" by a member or members of the maritime customs staff. It is difficult to see how this is to be carried out unless a network of Imperial maritime customs offices is to be spread over the country and unless their powers are greatly extended.

Altogether the Chinese Government can congratulate itself that the new treaty would afford it an increased revenue and a wider control of the finances of the Empire. Whether these conditions are for the ultimate good of China or not is certainly open to doubt.

It is no reflection on the sapience of Sir James Mackay that his treaty should leave matters in this state. Past masters as they are in the art of evasion, the Chinese Ministers would doubtless have contrived, whatever the wording of the clause, to get what they wanted.

Otherwise they would not have made even the paper concession of the abolition of likin, for that has been for half a century the most valuable asset in a possible bargain.

The mistake has been in ignoring past history and concluding a new treaty while allowing China to disregard old ones. To quote the late Alexander Michie, "The Treaties of Nanking, 1842, and of Tientsin, 1858, provided for the transit of British goods throughout the Empire on payment of a fixed charge. But, in securing exemption from arbitrary imposts in the interior, the Treaty of Nanking signally failed; that of Tientsin had proved equally ineffective, and why? From inherent difficulties in the nature of things—obstacles absolutely insuperable so long as the country remained under the same organic conditions. . . . If the difficulties . . . were really insuperable, would they now disappear merely because the Chinese Government received an increased import duty?" If not insuperable, why, it must be asked, do we allow the Chinese to ignore the existing treaties? It is not a good precedent. Personally, however, I can see no sign of change in the organic conditions of China which would facilitate the effective carrying out of treaties, new or old.

THE ACTUAL FACTS ABOUT LIKIN.

If any one doubts the cleverness and ingenuity of the Chinese he had only to remember the actual facts about likin. Though not strictly an illegal tax, it was a violation of existing treaties, and was never actually recognised (though winked at) by the Powers. Here however, we find ourselves actually engaging to pay a largely increased duty on imports and exports, in return for which the Chinese kindly engage that this unauthorised and irregular tax shall now cease. Of course, this act constitutes a recognition of the right of China to levy likin. The situation reflects the greatest credit on Chinese diplomacy.

As for the practical difficulties in the way of the abolition of likin these are part of the "organic conditions" to which reference has been made. On the Chinese side there is an army of a quarter of a million tax-gatherers to be compensated for the loss of their raison d'être. From the provincial official's point of view there is extreme improbability that he will ever get enough out of the Government-controlled funds to carry on his affairs. Then there is the local opposition to the opening of waterways, etc., also a part of the new programme.

It is probable that Peking would not seriously concern itself about any of these things, but to ignore difficulties is not to overcome them, and they will have for the most part to be met by the expedients so dear to Chinese hearts. A small loophole for such an expedient has already been provided in the treaty, and will be widened as occasion requires. A "consumption tax" on native produce has been given as a sop to local authorities, the Chinese Government "solemnly undertaking" that the tax will only be levied at the place of consumption and not en route. With the disappearance of likin we shall see (not all at once perhaps, but inevitably) the growth of other, trade barriers, and whether the tax is a shop tax, terminal tax, or producer's tax, or producer's tax, or what not, will matter little—it will not, it is to be presumed, be called likin.

CHINA AND THE POWERS.

What cannot be understood in this country apparently is that the arguments as to the ultimate benefit of opening the country to trade appeal as little to the ordinary Chinese as to the Man in the Moon, and, moreover, the local

officials have to make a living somehow, the Provincial Governors become unpopular, while the Imperial Government, drawing its supplies regularly, will not be hard on any infringement of the treaty if it does not involve the loss of the surtax.

Of course, if we were prepared at all costs to enforce the stipulations and to uphold our treaty rights by arms, if necessary, we might expect to find China fulfilling her part of the bargain to the best of her ability. She does not expect us to go to these lengths, nor does there seem to be any likelihood or even excuse for our so doing. We have not enforced previous treaties, and the story of the Englishman in China is one long history of broken engagements and forfeited pledges on the part of China and a policy of hallucination on the part of Great Britain. It must be remembered, too, that though China is weaker than she was, we are not stronger, nor is our position in the Far East as assured as it once seemed to be. China is well aware of this.

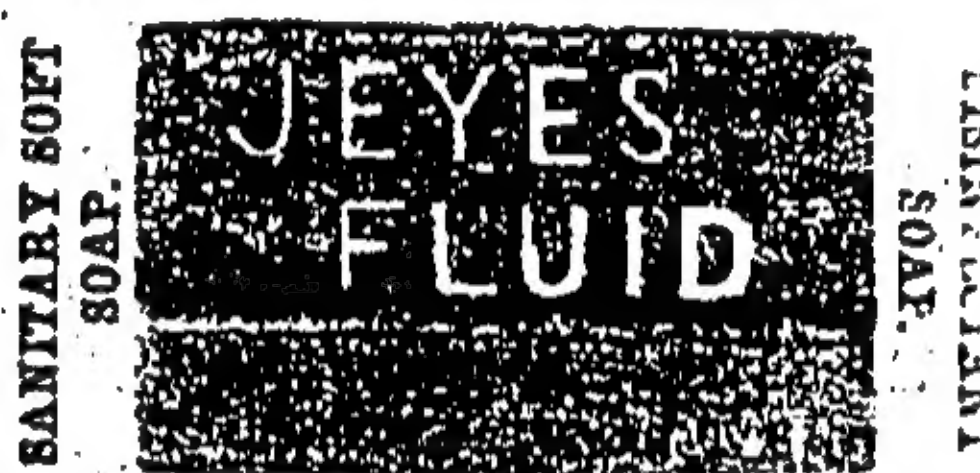
Were this treaty an ultimatum, presented by all the Powers, there might be a chance that it would be carried, partially if not wholly, into effect. We have yet to see, however, how it will be received by Russia, France and Germany. It is laid down in the treaty that the consent of any Power is not to be obtained by political concessions nor by any exclusive commercial concession—a prudent stipulation if it were possible to make it effective. How is Russia, for instance, to be prevented from demanding as a *quid pro quo* some further railway or other concessions in the North? China could not grant this openly, of course, but there are plenty of ways by which it could be done.

Given the treaty, signed, sealed, and ratified by all the Powers, and acclaimed in every capital of Europe and in Peking, there still remains a great deal to be done and said before it is possible to agree with Sir James Mackay that likin, or in other words, the whole Chinese method of conducting commercial affairs is abolished. Before we can believe in this revolution in China we must have some stronger guarantee than the assurances of Sheng and the hand on heart of the Manchu Government.

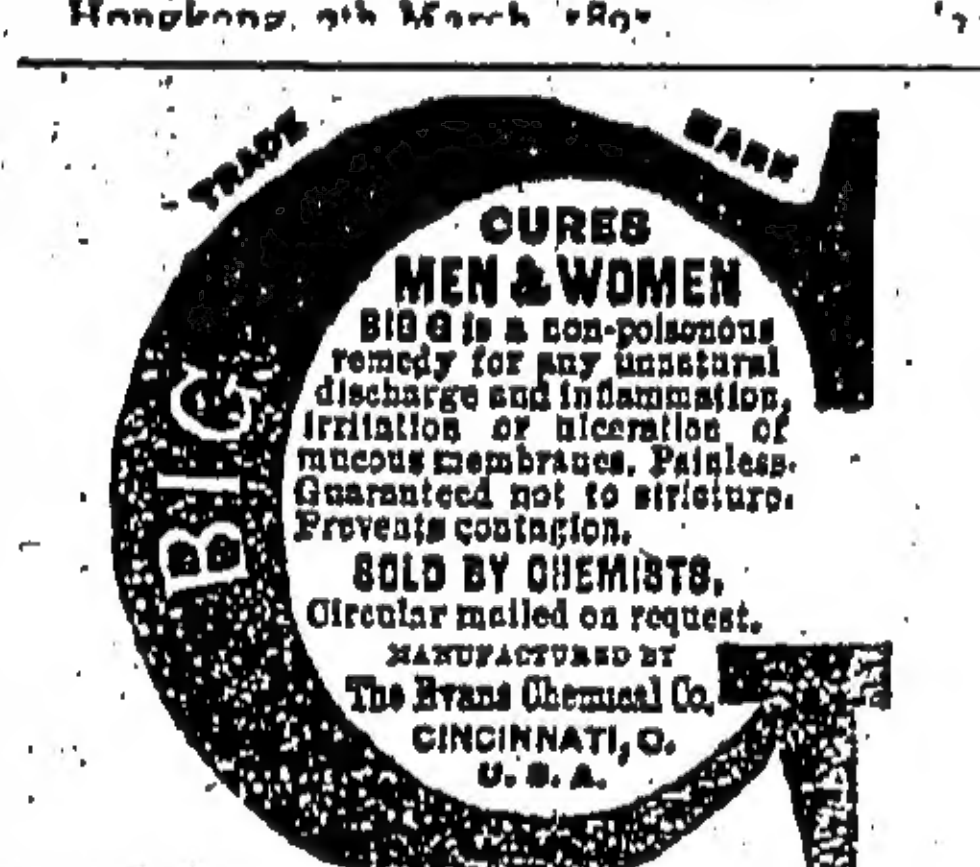
Intimations.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.
Bank Buildings.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	Kobe and Yokohama	FRIDAY, 21st Nov., at Daylight.
YAMAGUCHI MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st Nov., at Noon.
S. Yoshitawa	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	THURSDAY, 27th Nov., at 4 P.M.
KASUGA MARU	NAGASAKI, Kobe and YOKO	FRIDAY, 28th Nov., at Noon.
KUMANO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 29th Nov., at Daylight.
WAKASA MARU	VICTORIA, B.C., and SEATTLE	TUESDAY, 2nd Dec., at 4 P.M.
J. W. McMillan	U.S.A., via SHANGHAI, MOJI, Kobe and YOKOHAMA	TUESDAY, 2nd Dec., at Noon.
IYO MARU	Kobe and YOKOHAMA	FRIDAY, 5th Dec., at Daylight.
HIROSHIMA MARU	Kobe and YOKOHAMA	FRIDAY, 5th Dec., at Daylight.
BINGO MARU	Kobe and YOKOHAMA	FRIDAY, 5th Dec., at Daylight.

For further information, as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 11th November, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03
Glenage	G. E. Warner	3,750	Dec. 6
Tucuma	A. Dixon	2,811	Dec. 13
Tremont	—	9,600	Dec. 17
Victoria	J. Paxton	3,502	Jan. 3

Steamers marked (*) have no passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada. For further information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 14th November, 1902. [874]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AFRICAN and SOUTH AFRICAN PORTS.)

THE Steamship "MASSILIA," Captain G. W. Cockburn, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this port BOMBAY, on SATURDAY, the 22nd instant, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 11th November, 1902. [14]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box. Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong.

To be Let.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHION HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West, Hongkong, 20th October, 1902. [1104]

TO LET. "WESTLEY," UPPER RICHMOND ROAD. Apply to LAU CHU-PAK, C/o A. S. WATSON & Co., LTD. Hongkong, 15th October, 1902. [1083d]

TO LET. MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902. Apply to E. JONES HUGHES. Hongkong, 7th October, 1902. [1053d]

TO LET. HOUSES in CLIFTON GARDENS, CONDUIT ROAD. GODOWNS at BOWRINGTON, Praya East. HOUSES at CAUSEWAY BAY, facing the Polo Ground. "THE RETREAT"—MT. KELLET. No. 2, RIFON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 17th September, 1902. [1200c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 28th May, 1902. [25]

For Sale.

FOR SALE. ONE BROADWOOD PIANO. Apply to—ROOM No. 146, Hongkong Hotel. Hongkong, 7th August, 1902. [836d]

Masonic.

EOTHEN MARK LODGE, No. 264. A REGULAR MEETING on the above LODGE will be held at the Freemasons' Hall, Zealand Street, on WEDNESDAY, the 19th instant, at 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 12th November, 1902. [1206d]

A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES. Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice; Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes. GRIMAULT & Co., Paris; Sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION.

Renowned Poly-Italian prescriber, Grimault, writes as follows: "I have used the Matico Capsules and Injection for many years, and I can assure you that they are the most effective remedy for the treatment of all kinds of Catarrhal affections, such as Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles, Catarrh of the Nerves, Catarrh of the Brain, Catarrh of the Spinal Cord, Catarrh of the Spleen, Catarrh of the Liver, Catarrh of the Gall Bladder, Catarrh of the Pancreas, Catarrh of the Kidneys, Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Prostate, Catarrh of the Rectum, Catarrh of the Stomach, Catarrh of the Intestines, Catarrh of the Lungs, Catarrh of the Throat, Catarrh of the Nose, Catarrh of the Ears, Catarrh of the Eyes, Catarrh of the Skin, Catarrh of the Joints, Catarrh of the Bones, Catarrh of the Muscles,

Intimations.

A. S. WATSON
AND CO., LTD.

ESTABLISHED 1859

**AERATED - -
WATERS.**

THE WATER used is THE PUREST that can be obtained, and is skillfully filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

**GUARANTEEING
ABSOLUTE
PURITY.**

ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enables us to produce waters of unrivalled excellence and purity.

**A. S. WATSON & Co.,
LIMITED,**

The Hongkong Dispensary.
Chemists and Druggists by Appointment to H.B. the Governor and Household.

TELEPHONE NO. 256
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,
祥利廣**

17A, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

GEO. PATTON & CO.

Have for Sale a large Consignment of
H. W. JOHNS & CO'S
ASBESTOSCEAL SECTIONAL PIPE
COVERING, ASBESTOSCEAL SHEET
and PAPER for covering BOILERS and
FLUES, BULKHEADS, &c.

ASBESTOS CEMENT for BOILERS,
DRUMS, HEATERS, &c.

STEAM PACKING, GASKETS and
FIRE-PROOFING MATERIALS.

MODERATE COST.

EFFICIENT DURABLE.

Estimates and Samples furnished on
Application.
12, Broadland Arcade, (First Floor),
Hongkong, and October, 1902.

BIRTH.
On the 16th of November, at Soochow, the wife of J. A. G. SHIPLEY (Chungshu), of a daughter.

MARRIAGE.
At the English Church, Nagasaki, on the 8th inst., by the Rev. A. R. Fuller, A.B.E.R., RUSSELL (Messrs. Carnock & Co.), to ELIZABETH SWARTON, eldest daughter of Mr. and Mrs. G. Mansbridge, Akumori, Nagasaki.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 17, 1902.

YUNG LU

THE POWER BEHIND THE THRONE.

Our Shanghai contemporary the *North China Daily News* came out on Thursday last with an exposition of the antecedents, policy and power wielded by the Empress Dowager's notorious relative Yung Lu—who has been "the supreme person in the Government of China" for some time past—which is unquestionably as true as it is timely. We therefore give it the prominence which its importance, in view of the great influence of the Manchu Premier, and veracity fully justify. It is strongly advisable that the character, deeds and policy of this inflated, Conservative bugbear should be understood, for he is now in fact the Chancellor of the Celestial Empire; and it was he, too, who, in concert with the late Li Hung Chang, conducted the sanguinary coup d'état of 1898—the practical extinction of the Emperor Kwang Su, in which illegal act, by their silence at the time, the Great Powers acquiesced, none of them lodging even a mild protest against the suppression of the most progressive and enlightened Ruler that ever occupied the Dragon Throne. Incidentally, too, certain Powers, by their failure to give protection to Reformers, acquiesced in the wholesale butchery in Peking of the bright youths who so bravely and patriotically laid down their lives for their country's sake. It was then believed in high circles that the suppression of the Emperor saved the country from a disastrous revolution and insured to the Treaty Powers a long period of peace and great commercial prosperity throughout China, the masterful rule, and unbending will of the Dowager being, in the estimation of those who should have known better, a perfect guarantee of peace throughout the land and cordial relations with the Court and Government. It was in fact the precursor of two historical tea-parties in the precious Dowager's apartments, the ladies of the Legations being the "honoured guests of the illustrious Ruler!" "The Dowager and stability," "the Dowager and peace and prosperity" were the key-notes to policy of a majority of the nations of Christendom at the times referred to. What has happened since the great coup of '98 and its baneful effect on trade is too well known to now call for recapitulation, but it is as well to remember that the "centre-piece" of the tragedy enacted in Peking in September, 1898, and of the Boxer Atrocities in 1900 is to-day the very man who virtually wields the sceptre of supreme authority throughout China. He and the Dowager are as one. Our well-informed Shanghai contemporary's article on this distinguished person reads as follows:—

There was a period in the modern history of China, when Li Hung-chang, the First Grand Secretary, and the Viceroy of the Metropolitan province, was spoken of in the foreign Press as the Premier of China. This was not due to the fact that he was First Grand Secretary, which was then as it is now nominal position, though highest in civil rank, but to the fact that he was the strongest man in the Government and the most capable in the settlement of foreign affairs. Though living outside the capital, he was more powerful than any who appeared daily at Court. Since the death of Li Hung-chang, not much attention has been given to the question as to the one now the most powerful in the Empire and who might fittingly be called the Premier of China. It really is important to know, as well as interesting, who, next to the Sovereign, the Empress Dowager, is the supreme person in the Government. It seems more and more evident that, if any selection is made, the person must be Yung Lu. He has succeeded to the highest honorary rank of First Grand Secretary, previously held so many years by Li Hung-chang. In the absence of any Prince, he is at the head of the Grand Council, or the Cabinet. During the uprising of 1900 he was Generalissimo of all the Chinese forces, though he is himself a Manchurian. This last position he does not retain, in fact the post has no incumbent. He was one of five powerful men in the Central Government before the uprising, and he has gradually risen to pre-eminence since that time, his only rival being Prince Ching.

HE CONNIVED AT THE SLAUGHTER OF FOREIGNERS.

When the Legations were being besieged, there was no one to surmise that Yung Lu would ever be allowed to return to office, still less to power that is more pre-eminent than he ever held before. He was not as rabid and narrow in his antipathy to foreigners as Prince Tuan or Kang Yi, but as Generalissimo he was responsible for military operations. There are those familiar with events that have taken place in Peking, who do not impute to him the desire to attack the Legations or sympathy with the outrages committed on innocent people. But who are convinced that he was at the bottom of the war against foreign Powers. We have seen a statement in print that Li Hung-chang once remarked to a foreign guest that when leaving for Canton Yung Lu announced to him that war was being planned. He had full confidence in the military strength which he had been steadily and extravagantly cultivating, and he looked on the

Boxer organisation as a useful auxiliary throughout the country. As a matter of policy he may have wished that the war be directed, ostensibly against only a few of the Powers, but his whole conduct shows that he wanted war and wanted to get rid of foreigners. He did nothing to check the declaration of war, and never spoke up for Hei Ching-cheng, Yuan Ch'ang, Hsiu Yung-yi, Lien Yuan, and Li Shan, who openly opposed the war. A relative of his by marriage was Duke Ch'eng-yi, who as Tutor of the Heir-Apparent was in a position of importance to help on the uprising. The Duke's wife was a sister of Yung Lu, and on the entrance into Peking of the Allied troops, the two men fled together to Paotingfu, where he Duke died, and where Yung Lu remained until the Allied troops also approached that city.

THE WHITEWASH TRICK.
There has been a persistent attempt to whitewash the character of Yung Lu, and the attempt has met with success. He came back to Peking in conspicuous honour with the Court, after a Edict had been duly promulgated that he had "protected the Legations." He made it right with the Ministers of the Legations, visiting them the same day the Empress Dowager sent her first presents, and drawing to them and the ladies special messages of kindly interest from her. He at once appeared as the most powerful man among the Chinese in the estimation of the Chinese. His doorway was crowded daily with fawning visitors and supplicants. If anything was to be done, every one said, "See Yung Lu about it." It sometimes appeared that he was the sovereign, but his loyalty to the Empress Dowager forbade this. He certainly was the power with her. He retains this position to-day.

THE HEIR-APPARENT.
The scheme of introducing into Prince Tuan, by means of choosing his son as Heir-Apparent, has failed. Now Yung Lu is trying the same kind of work. His daughter has married Prince Ch'ien, you get brother of the Emperor, and if a son is born it is expected there will be a new Heir-Apparent. The marriage was prolific in gifts to the bride, to the attendants, and even to Yung Lu.

"CHINA WILL NOT CHANGE."
The adroitness of Yung Lu is acknowledged, but his political morale does not rank so high. He is accredited with loving display; it is a saying in Peking that he sets the style. His display must be met by large revenue; it is also a saying in Peking that he accepts only big gifts. He prefers the Chinese system of securing official revenue to the methods of more advanced countries. It is reported that he said to a prominent foreigner in Peking: "China will not change."

A PRECIOUS COTERIE.
It is to be feared that this is so. With the Empress Dowager as recognised Ruler, with the eunuch Li Lien-yung, and the First Grand Secretary Yung Lu, as means of approach to her and to favour, there is not much likelihood of any very great moral regeneration in the Chinese by politics. Yung Lu is the only Premier China has to-day. Viceroy Yuan Shih-k'ai, Viceroy Chang Chih-tung, and Sheng Kung-wa may have power, but they must bow to Yung Lu and make use of the methods which he prefers.

LEANS TOWARD RUSSIA.
Yung Lu, like his predecessor Li Hung-chang, is now believed to be a champion of the policy of alliance with Russia, whatever becomes of China. He sees for his own maintenance of power, as long as this is possible. At present he is supreme.

LOCAL AND GENERAL.

AN ITALIAN CONSULATE is to be established at Hankow.

NOVEMBER Milder THAN MAY, is the essence of a cable from London to the *Shanghai Times*.

PERCY McDONNELL, a prominent member of the City Government of Manila and a well known journalist, is in Hongkong.

THE M.M.S.S. ANNAM, which left for home this morning, made the trip from Yokohama to Woosung in 84 steaming hours.

DONALD RILEY, a well-known young publisher of Manila, is in Hongkong for a short vacation and is staying at the Hongkong Hotel.

MR. CHIANG CHUANG, the second son of H.E. Chang Chih-tung, is going to Washington on the staff of the new Minister, Sir Liang Cheng-tung.

THE DOCK CO. MEETING—The adjourned ordinary half-yearly meeting of shareholders in the Hongkong and Whampoa Dock Co., Ltd., takes place at the City Hall at 11.15 a.m. to-morrow, when the Poll ordered at the meeting of the 18th August will be taken.

AMOI IMPROVEMENTS—Since the late fire the inhabitants of Amoy have been rebuilding their premises, so the authorities have issued a proclamation ordering the people to build one foot from the original street boundaries so as to be able to have wide streets, and a special deputy has been appointed to see that the order is carried out.

INSIDIOUS S.I.P. DISEASE—Several battleships in the United States Navy are reported by experts to be suffering from electrolysis, an insidious ship-disease, the ravages of which are frequently not discovered until the materials affected become disintegrated and crumble to a powder-like mass. The disease, as the name implies, is due to the action of electricity.

WOULD BUY OFF SENTENCE—In order to prevent the decapitation of the two officials chiefly concerned in the Chen-cheu massacre, some of the Hunan gentry and officials have raised \$100,000 to be granted to Peking in the hope that lighter punishment may be inflicted on the guilty officials. They have requested the Governor of Hunan to transmit the money. He holds it subject to order from Peking.

A CHAMBER OF COMMERCE has been established at Tsingtau with the following local firms as original members, namely, Messrs. Arnold, Kaiberg & Co., Diederichsen, Jensen & Co., Asiatische Bank, Kiautschou Lighter Co., Kiautschou Co., Ltd., Shantung Mining Co., Shantung Railway Co., F. H. Schmidt, F. Schwarzkoft and Co., Siemens and Co., C. Vering. The members have elected Mr. W. Grage chairman.

TO STOP OPIUM GROWING—The *Peking and North China Times* of the 7th inst. says that the local officials are trying to stop the first attempt to grow opium near Chefoo.

THE STRANDED OSLO—The Miss Bishi Dockyard has dispatched the *Kanagawa Maru* to Loochoos with a salvage plan, with the view of salvaging the stranded steamer *Oslo*.

WARREN'S CIRCUS attracted a crowded tent on Saturday afternoon, but the advent of rain had a depressing effect which showed its mark in the attendance at the evening performance.

NAVAL STOKER DROWNED—James Jones, lately a naval stoker on board H.M.S. *Albatross* accidentally fell overboard from a steam launch at Shanghai on the 4th and was drowned.

LU CHUAN LIN—The *China Gazette* has learned from Peking that Lu Chuan-lin, the notorious anti-foreign ex-Governor of Kiangsu province, and now a member of the Grand Council, is dangerously ill.

LARCENY FROM THE CIRCUS—A labourer in Warren's Circus was charged by Mr. George Warren with stealing a trunk valued \$50. He pleaded guilty and was sentenced to two months' hard labour.

FIGHT AGAINST FAMINE—The Philippine Commission has passed an act appropriating 2,000,000 pesos for the purchase and distribution of rice and other provisions. Transports will be chartered to convey food throughout the archipelago.

"LIBERTY HALL" was played by the A.D.C. before a very good house on Saturday, and that despite the inclemency of the weather. The performances of our talented amateurs have been received with marks of approval on all sides, and we look with pleasure to another play by the same artists.

RETURN OF TAKU DOCKYARD—Yuan Shih Kai has requested the Wai Wu Pu to ask the Russian Minister to refer to St. Petersburg the question of the Taku dockyard by the Powers. The Russians appear loath to pay any attention to the matter and have as yet given the Viceroy no satisfactory answer.

RETURN OF VISITORS to the City Hall Library and Museum for the week ending 16th November, 1902—

	Library	Museum
Non-Chinese	207	84
Chinese	47	1,982
Total	254	2,066

CUTTING AND WOUNDING AT SEA—Feung Tim, fireman on the *Kai-fong*, was charged before Mr. J. H. Kemp this morning with unlawfully cutting and wounding one of his foks, while on the voyage to Hongkong from Cebu. The complainant said the prisoner cut him because he told him about the way he used to waste his food. The prisoner was sentenced to four months' hard labour.

SIR W. KENNEDY'S NEW BOOK—In his new book—which is full of good stories—Admiral Sir William Kennedy relates the case of a marine who was brought before a court-martial at Hongkong charged with insubordination. The Court having been sworn, the prisoner was asked the usual question: Did he object to any member of the Court? Looking round with infinite contempt on his judges, he said, "Yes, I object to the whole bloomin' lot of yer, especially the bald-headed old bouncer in the middle!" His other sentence is not recorded.

SOME SUANGHAI JOCKS got into hot water at the recent race-meeting. This *Sport & Gossip* on the subject—This meeting will be noteworthy for another matter, and that is the attention the stewards have paid to the behaviour of the jockeys on the course. One was suspended for using unbecoming language towards the starter, and another was called on the carpet for "crossing." We can make every allowance for the eagerness and enthusiasm of young riders, but it must never be forgotten that certain rules have to be observed, and the stewards are only doing their duty in insisting upon this. Now, who were these chaps who were so unlucky as to "cross" the stewards?

THE CELEBRATION AT NAGASAKI of the Coronation and Birth of King Edward took place on the 8th. It began with a reception by the Acting British Consul, Mr. E. H. Holmes, at the Consulate. Then the British members of the Nagasaki Club regaled their friends of other nationalities. In the evening there was an entertainment to guests of all nationalities at the Nagasaki Hotel. By the kindness of Vice-Admiral Maicheal, the music was provided by the band of the French flag-ship *Redoutable*. Outside there were fireworks, inside dancing and toasts, concluding with *Auld Lang Syne*. On the 9th there was a thanksgiving service at the English Church for King Edward's recovery, at which Bishop Evington preached most eloquently.

LIFE OF A REPORTER—The following from the *Malay Mail* refers to a former Bangkok reporter:—Our reporter, Jansz, was attacked the other night in Java street. He says he was walking quietly along when he noticed somebody following him. He turned round and received a tremendous blow on the head and heard his assailant say "Chelaka Malay Mail!" It was too dark to recognise his assailant, but he thinks the man had a black baji on and was a Malay. Mr. Jansz knows of nobody with a down on him and is inclined to think it was an act of revenge for a paragraph he recently wrote which resulted in an alleged police detective being fined by the magistrate a few days ago. Mr. Jansz was drenched with blood and had to be taken to the hospital for treatment. The matter is now in the hands of the police.

COTTAM & CO. FOR TRESS'S STRAW AND FELT HATS.

COTTAM & CO. FOR SUMMER UNDERWEAR.

COTTAM & CO. FOR PANSY HATS.

COTTAM & CO. FOR WASHING CLOTHES.

ROYAL HONGKONG YACHT CLUB—The second annual regatta was held yesterday afternoon. The course was Lyceum Beacon; Cuck Rocks buoy and Lyceum Beacon again (all ports), a distance of 12 miles. Of the First Class *Albatross* gained the honours about three miles ahead of *Pearl* and *Fire* in advance of the *Diva*. The one-design class *Kailash* was about three minutes ahead of *Alfin*.

DOVER'S SEAPORT AVIATION—Agitation at Dover for the extension of borough boundaries to include St. Margaret's Bay, has led to a Government Board inquiry. The Dover corporation is committed to the plan, which is designed to restore the commercial importance of Dover. Harbour improvements in progress at St. Margaret's Bay promise to draw a large population there. The extension would give Dover several miles of valuable sea frontage, along which an electric tram service will be furnished to connect with the Dover system.

AMERICAN JOURNALISM—An editor in the Western States—where all this sort of editors comes from—announces his policy in the following prospectus: "Our aim—Tell the truth, though the heavens take a tumble. Our paper—Of the people, for the people, and paid for by the people. Our religion—Orthodoxy, with a firm belief in hell for delinquent subscribers. Our motto—Take all in sight and rustle for more. Our policy—To love our friends and brimstone our enemies. If thine enemy smile thee on the cheek swipe him with haste and dexterity at the butt of his most convenient ear. What we advocate—One country, one flag, and one wife—at a time. Our object—To live in pomp and splendour."

DEMOGRAPHIC SENSATIONALISM—A *Shanghai Times* cable of the 12th inst. states:—The *Times* rebukes in a strong leader the wild and reckless speculation indulged by the *Daily News* concerning the political significance of the Kaiser's visit. It says that the report printed are not only inherently absurd but that they betray unseemly lack of consideration for a royal guest whose course in stemming and turning hostile feeling in his own land calls for every mark of appreciation by England. The article declares that the English public will not be misled by the extravagances of newspaper sensationalism and points to the interest shown everywhere in details of the visit as proof of the general good feeling which the occasion deserves.

KANG YU-WEI—A Canton despatch of the 6th instant to Shanghai states that the Empress Dowager, having somehow been informed on the 4th instant, correctly or not remains to be seen, that the proscribed Reformer Kang Yu-wei has returned from exile to Canton, immediately sent on the same day an edict under her own seal to Canton, addressed to the Manchou Acting Viceroy Tak Sow, asking him whether he was aware of the fact that Kang Yu-wei was in Canton, and if so why he had shown such indifference in the matter as to make no attempt to arrest her arch enemy. This edict struck consternation into the hearts of the mandarinate of that city, and they are now busily engaged, openly as well as secretly, in trying to obtain some clue to the Reformer's whereabouts, in order not only to set the Empress Dowager's heart at rest, but also their own for the preservation and continuity of their several official positions and posts. In well-informed circles in Canton it is, however, not considered likely nor probable that Kang Yu-wei would so rashly tempt providence and his hitherto good fortune by venturing to Canton and putting himself in the toils of his bitter enemies the Manchus.

COLLAPSE INQUIRY CONTINUED.

The inquiry into the collapse of the two houses, Nos. 30 and 32, Kowloon City Road, was resumed this afternoon before Mr. F. A. Hazeland and the jury.

Mr. F. Browne the Government Analyst, was further examined by Mr. Wilkinson respecting the chemical qualities of the lime and mortar.

The inquiry was adjourned till Monday afternoon 24th instant at 2 o'clock.

CHINESE AND THE WATER-METER QUESTION.

As a result of H.E. the Governor Sir H. A. B. C.C.M.G., expressing his willingness to meet the wishes of the Chinese respecting the water meter question, a meeting was held on Friday last at the Chinese Commercial Union Office, No. 30 and 32 Des Voeux Road Central, to ascertain the views of the Chinese property owners in connection with laying auxiliary pipes to houses, instead of having meters fixed. There were present Mr. Fung-Wa Chun (chairman), The Hon. Dr. Ho Kai, Messrs. Ho Tung, Ho Kam Tong, Lo Koon Ting, Sin Pak Fan, Lau Chu Pak, Tam Tsz Kong, A. Runjahn, Wong Kum Fook, Chan Kang Yu and about forty others. Before the question was inquired into, the Hon. Dr. Ho Kai gave a preliminary explanation of the auxiliary pipe system, which is estimated to cost \$50,000, and an annual maintenance of \$25,000. On the proposition of Mr. Ho Tung, seconded by Mr. Lo Koon Ting, it was resolved that the meeting approve of the adoption of the auxiliary system, and that the expenses incurred by met by a special tax on owners of all Chinese houses, and a 1 per cent on the general taxes to meet the annual upkeep, and that should owners of European houses, also wish to co-operate, they will have to contribute their share, and any owner refusing to do so, will have to adopt the meter system. A vote of thanks was accorded to H.E. the Governor.

THE CANTON-PIRACY CASE.

DEATH OF EVANS.

Our Canton correspondent informs us that Mr. Evans, who was shot by pirates while on a junk last Wednesday, died in the Canton Hospital yesterday morning without regaining consciousness. He leaves a widow and three children.

FASHIONABLE CHINESE WEDDING.

MARRIAGE OF MR. HO TUNG'S SON.

To a stranger landing on Hongkong's shores at noon last Saturday the display of gay Chinese banners, the clanging of Chinese drums and other musical paraphernalia, together with the exhibition of the thousand and one equipments characteristics of a Chinese wedding must have afforded a pretty medley of Oriental wonder. It was the occasion of the marriage of Mr. Ho Tung, the son of our respected citizen, Mr. Ho Tung, to the daughter of Mr. Hung Kam Ning, formerly of the Police Court. Early in the morning of the 15th instant, "Idlewild," the residence of Mr. Ho Tung, was thronged with a large gathering of the most prominent of the Chinese residents, who repaired, either in their official robes to congratulate Mr. Ho Tung on the wedding of his son. After this, the actual wedding ceremony commenced and was continued until last evening. Chinese dinners were given in the Hung Fa Lau restaurant and the bridegroom, who was accompanied by his father, was cordially toasted. After dinner the majority of the party adjourned to Mr. Ho Tung's residence, where, according to Chinese custom, the bride and bridegroom had to run the gauntlet of their many friends by answering numerous orthodox questions. As usual, Mr. and Mrs. Ho Tung, ably assisted by Mr. Ho Fook and Mr. Ho Kam Tong, made one and all at home. The house was magnificently decorated for the occasion, and this, combined with the many costly presents of embossed scrolls, gave the interior of the building a very pretty appearance. Other presents were shown to the guests during the evening and elicited the greatest admiration and warmest congratulations to the happy young couple. Among the guests were Lady Blake, Miss Blake and Captain Arbuthnot, A.D.C., and several other prominent ladies and gentlemen. Lady Blake and Miss Blake were also present at the ceremonies on Friday night.

HONGKONG BOAT CLUB.

At a general meeting held in the Gymnasium of the Club at Kowloon on the 13th November, Hon. F. H. May, C.M.G., in the chair, the following officers were elected for the present season:—

Chairman, Hon. F. H. May, C.M.G.

Vice-Chairman, Basil Taylor, Esq.

GENERAL COMMITTEE.

Messrs. J. Danby, E. Carpenter, G. Gannier, F. C. Barlow, H. L. Bingley.

BALLOTTING COMMITTEE.

Messrs. G. M. Young, H. Skott, W. O. Kober, G. C. C. Master, J. E. Lee, and H. Kurlhouse.

Hon. Secretary and Treasurer, C. H. Gale.

MISS JANET WALDORF'S DRAMATIC CO.

The season of high-class drama which has been eagerly awaited by Hongkong theatregoers will be commenced by Miss Janet Waldorf's Dramatic Co. at the Theatre Royal to-night. The preparations for the opening piece, *A Royal Divorce*, are on a scale of unique excellence, the scenery, costumes and mounting generally, as now completed, being superb. On the lines of lavishness adopted by Miss Waldorf's Company a supplemented orchestra of 24 performers has been engaged to supply the beautiful music incidental to the piece. It includes the band of the *R.M.S. Ocean* (by kind permission of Capt. White, R.N., and the officers of the warship), and the members of the Portuguese Amateur Orchestra Society, who have kindly consented to assist. The whole will be under the conductship of Mr. H. L. Campbell, late of the leading theatres of Australia. Owing to unforeseen circumstances His Excellency the Governor (Sir H. A. B. C.C.M.G.) and suite will be unable to attend to-night and have postponed their attendance until Tuesday evening, which has been set aside as the Vice-Regal Command night.

SHIPPING AND MAIL NEWS.

MAUS RUI.

Canadian (*Torlar*) to-morrow.

American (*Coffin*) to-morrow.

English (*Bengal*) 2nd inst.

Canadian (*Empress of Japan*) 24th inst.

American (*Korea*) 6th prox.

The H. A. L. steamer *Adri* from New York left Manila for this port on the 13th inst., and may be expected here on or about the 18th inst. 6 p.m.

The N. Y. K. Co's steamer *Yamaguchi Maru* (Bombay Line) left Shimoda for this port on the Friday, 14th inst., p.m., and is expected to arrive here on the 19th inst.

The N. Y. K. Co's steamer *Bengal* left Singapore for this port on the 16th inst., at 6 p.m., with the Outward English Mail, and is due here on the 22nd inst., at about 8 a.m.

The Canadian Pacific Railway Co's steamer *Torlar* arrived at Shanghai at 11 a.m. on Saturday, the 15th inst., and left again at 8:30 p.m. Saturday for Hongkong, where she is due to arrive at 8 a.m. on Tuesday, the 18th inst.

COTTAM & CO. FOR WASHING CLOTHES.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with Der Ostasiatische Lloyd.)

Attempted Assassination of King Leopold.

AT BRUSSELS.

Brussels, 15th Nov., 9.25 p.m.

When King Leopold of Belgium and his Royal Italian guests were returning from the Mass said at Brussels for the late Queen of the Belgians an Italian, named Rumeno, fired several shots fortunately without injury to anyone although the bullets hit the Court carriage.

(Ruter's.)

The French Navy.

London, November 14th.

Russian official circles are concerned at the reduction of the French navy in the Mediterranean. The *Novoe Vremya* says that the French fleet is now a mere plaything, and demands a speedy change.

The Cape Immigration Bill.

The Cape Immigration Bill has been passed, but with considerable amendments.

An Indian Frontier Expedition.

An expedition consisting of four companies of 800 men each, under General Egerton, is assembling at Kohat for operations against the Waziris. The force will start on the 17th instant, and will probably be absent only one week.

LATER.

The Situation in Ireland.

The proprietor of the *Limerick Leader* has been sentenced to ten months' hard labour for intimidation.

There are various indications that the law in Ireland is beginning to get the better of the National League.

Russia and Afghanistan.

The agitation continues in St. Petersburg with the object of securing Russian advantages in Afghanistan. The *Novoe Vremya* urges that as Great Britain has now completed her South African war, she will utilize petty frontier troubles to strengthen her grip on Afghanistan to the prejudice of Russia.

The Cape Parliament.

November 15th.

The Cape Parliament has adjourned for the session.

The Morocco Disorders.

The British warships which have returned to Gibraltar report that the uneasiness at Tetuan has subsided.

The Situation in Ireland.

Rt. Hon. Sir John Brodrick, speaking at Dewbury, said that a gigantic conspiracy was afoot in Ireland, but that the forces of the law were too strong for the conspirators.

STEAMER ON FIRE AT COSMOPOLITAN DOCK.

While a number of Chinese fitters were working on board the Portland and Asiatic steamer *Indrapura*, which is undergoing repairs in the No. 1 Cosmopolitan Dry Dock, yesterday morning, they discovered that a great volume of smoke was arising from the main hold, where about 300 bales of hemp were stored. Inspector Gault, of the Yaumati police station, was at once informed of the outbreak and speedily communicated to the Central station. The fire broke out under the supervision of Mr. A. Mackie, who was at once despatched to the scene, in the police pinnace, accompanied by the Government floating engine. In the meantime Mr. Smith, manager of the Cosmopolitan Dock, was working with a will. The Kowloon Dock floating engine was also at the scene with Mr. Wilson, the manager, on board. A party of bluejackets from the German gunboat *Tiger* which is at present lying in the Kowloon dock, was also despatched. A suggestion was made to get the steamer out of the dry dock, but the idea was abandoned owing to the fact that he had a few of her plates taken out of her bow. Water was anyhow let into the dry dock to a certain height in the hope of subduing the fire. On receipt of the news, Mr. Dixon, chief manager of the Kowloon Dock, hurriedly repaired to the scene, where he remained for a considerable length of time. Whilst the subduing of the fire was in progress, a Chinaman, who was doing Trojan work, was seen falling into the main hold. Fortunately, there was a ladder in the hold, which the man managed to make use of and after a trying time escaped. The fire brigade were at the scene the whole of last night but, as we go to press, the fire has not been subdued. At present a big gang of men is busy at work patching up the plates so as to allow the vessel to leave the dry dock as soon as possible. The extent of the damage has not been ascertained, but we believe that it will be a heavy one. The cause of the outbreak was due to sparks from the furnace of the ship.

The *Indrapura* belongs to the Portland and Asiatic Steamship Company, of which Mr. Allen Cameron is the General Agent at this port. She is a vessel of 3,151 tons and is commanded by Captain Hollingsworth. She arrived here on the 17th instant, and went into dock on the 16th instant. She was to have left for Portland, Oregon, this morning.

ASK FOR ASAHI JAPANESE BEER—G. Gault.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

OUR JAPANESE SAILOR FRIENDS.

A SUGGESTION.

To the Editor of the "Hongkong Telegraph." DEAR SIR,—Permit me to invoke the favour of the good offices and influence of your journal in behalf of an effort to extend a friendly hand to the crews of the Japanese warships now in port. The *Asama* and *Takago* represented our King's Ally at the Coronation Review, and Admiral Ijima and his officers were the recipients of special tokens of friendship and cordiality at the hands of our sovereign, King Edward VII. Why should not Hongkong extend a greeting to the crews of these vessels and thus open the way for the crews of other Japanese warships visiting this port to have some consideration extended to them; some decent place to go to?

If there was a Mayor of Hongkong, or a few Aldermen reception of some kind could easily be arranged, but as Hongkong is "run" at present it is not a simple matter to get anything of the kind done; and as everybody seems to wait for everybody to take the initiative, the public naturally look to the Press for a cue.

I would suggest that the Soldiers and Sailors' Institute or some kindred body should arrange to entertain the "jolly tars" of the *Asama* and *Takago* to tea some afternoon in one of their spacious meeting-rooms. It wouldn't cost very much, and the courtesy would assuredly be accepted by the plucky "Britons of the Orient" in the kindly spirit that prompted it. If it is suggested that it would be most difficult and tedious to entertain the Japanese because of their lack of knowledge of English, such an excuse would be a lame one indeed, for most Japanese and especially officers and merchants, speak English fluently. Where there is a will there is a way, and I feel sure there are many in our midst who can not only easily lead the way in a matter of this kind, but whose efforts would not doubt be readily seconded by Japanese residents.

The crews of the Japanese warships which visit this port from time to time, are mostly strangers here and do not know where they can go and be welcomed, as they no doubt would be at any of the mission-houses or R.N. Seamen's Club; but if once friendship's hand were heartily extended to them the news would soon spread throughout the fine fleet of our Allies, and we should soon find the Japanese sailors making themselves quite as much at home here as they are in Japan, instead of having to take rickshaws which carry them to very undesirable places past the very doors of institutions which would gladly receive them. But the "Jackies" of Dai Nippon don't know where to go. They hang about the billiard-rooms and Queen's Road listlessly, and I'm pretty sure that, under present circumstances, most of them must be heartily glad when the time comes to return to their ships. This is not as it should be.

Herewith I beg to hand you my cheque as a modest contribution to any kind of entertainment that may be got up for the sailor laddies, and would ask you to use it in anyway that you may deem proper in the premises.

Yours faithfully,

A BRITON.

Hongkong, 15th November, 1902.
[A very excellent suggestion. We shall be glad to hear from any one, or any body, who will take this matter in hand promptly.—Ed., H.K.T.]

REVOLUTIONIZING CHINA COAST SHIPPING.

THE INDO CHINA S. N. CO.'S FLEET.

Within the past few months several new steamers for the Indo China Steam Navigation Company's fleet have arrived from home, the latest new comer having completed her maiden voyage to Hongkong recently last Tuesday. This vessel is named the *Kwong Sang*, a sister ship to the new steamer *Chey Sang*, and also the *Hop Sang* and *Hing Sang*. These vessels, with the older ships *Tsun Sang* and *Chun Sang*, form a group of very suitable steamers for the general coasting trade requirements. The *Hing Sang*, *Chey Sang* and *Kwong Sang* are installed with electric light and the vessels mentioned are well supplied with good winches and conveniently placed ports for expediting the handling of cargo. As for dimensions, &c. the *Kwong Sang* and *Chey Sang* are 290 ft. long, 42 ft. beam and 22.5 ft. depth of hold. They were built by Messrs. Wigham, Richardson and Company, Newcastle-on-Tyne, and each has a gross tonnage of 2,283. The engines are triple expansion and, though the steamers' accomplishment between ten and eleven knots on their trials, it is safe to call them ten-knot steamers. Captain Lake, who has been on home leave, brought out the *Kwong Sang*. Other new steamers are the *Nam Sang* (for the Calcutta trade), gross tonnage 4,034, and *Yik Sang*, length 281 ft., beam 40 ft., and gross tonnage 1,966, for the Northern trade.

LAUNCHING CEREMONY AT THE KOWLOON DOCKS.

A very pleasing function took place at the Kowloon Docks on Saturday afternoon, the occasion being the launching of Sir Paul Chater's new steam launch. There was a large gathering present, including quite a number of important personages. It may be of interest to know that the launch will be christened the *Christina*. This is the second launch built within the last two years, as the first launch built to the order of Sir Paul Chater was bought by the American Government. In fact, it was on the point of being handed over when the bargain took place. The Dock premises were brilliantly illuminated with bunting and electric lights for the occasion.

ASK FOR ASAHI JAPANESE BEER—G. Gault.

SATURDAY'S CRICKET.

H. K. C. C. V. "A" NAVAL XI.

This match was unfinished. The scores were as follows:—

NAVAL TEAM.

Mr. R. B. Garde, R.N., c. sub., b. Rimington 83
Lt. D. C. H. Dalrymple, R.N., b. Lammert 10
Lt. F. H. M. Jackson, R.N., c. Ward, b. Rimington 9
Mid. T. M. Barrett, R.N., b. Rimington 1
Lt. Greenstock, R.N.R., lb.w. Rimington 6
Rev. C. Moore, R.N., b. Rimington 0
Mr. Constantine, R.N., lb.w. Rimington 0
Mr. Cooke, R.N., lb.w. Turner 20
Mid. A. H. Bisset, R.N., b. Turner 14
Mr. E. W. Fitch, R.N., c. Rimington b. Turner 7
Rev. E. H. Good, R.N., c. Goldring, b. Turner 4
Fawcett, R.N., not out 12
Extras 9

Total 175

H.K.C.C.

W. C. D. Turner, b. Greenstock 11
A. G. Ward, c. Greenstock, b. Fitch 10
J. Hooper, c. Constantine, b. Fitch 0
W. A. Lemarchand, b. Fitch 0
J. A. Woodgrates, c. Fitch, b. Greenstock 6
Lt. Rimington, S.F., not out 40
J. E. Lee, b. Fitch 4
P. W. Goldring, b. Barrett 15
G. F. Lammert, not out 10
T. C. Gray, did not bat
E. J. Davies, did not bat
Extras 10

Total (for 7 wickets) 115

CIVIL SERVICE "A" CRAIGENGOWER.

The above Clubs met on Saturday last at the Happy Valley in unpropitious weather. The game was won by Craigengower by 4 wickets and 73 runs. Lambie (16) played a very steady game for the Civil Service. Brawn and Pestonji for the opponents carried out their bats with 34 and 18 respectively and also bowled well. Rose contributed a useful 24.

CIVIL SERVICE "C" C.
R. C. Wicheil, b. Brawn 7
P. T. Lambie, c. Brawn, b. Pestonji 16
L. E. Brett, c. A. E. Asger, b. Pestonji 11
J. Smith, b. Pestonji 1
W. Woolley, run out 4
A. Brown, c. Lammert, b. Pestonji 0
R. H. A. Craig, b. Brawn 0
H. J. Knight, c. A. E. Asger, b. Brawn 0
H. Robins, c. Rose b. Pestonji 0
A. Cassar, c. M. E. Asger, b. Brawn 0
A. Carter, not out 0
Extras 2

Total 41

CRAIGENGOWER "C" C.

I. P. Jordan, retired 8
M. E. Asger, c. Brown, b. Wicheil 8
A. O. Brown, not out 34
R. Basso, b. Wicheil 7
L. A. Rose, b. Brett 21
L. E. Lammert, c. Craig, b. Smyth 2
J. L. Stuart, c. Craig, b. Smyth 8
R. Pestonji, not out 18
E. Ford, did not bat
I. H. Rutledge, did not bat
A. E. Asger, did not bat
Extras 5

Total (for 6 wickets) 114

NAVAL NOTES.

The French gunboat *Avalanche* is at Macao.

H.M.S. *Talbot* will probably leave the dry dock to-morrow morning.

H.M.S. *Pestal* will shortly leave Singapore for Christmas Island. She may then call here.

H.M.S. *Algerine* left Tagora for Swatow on the 10th inst.

H.M.S. *Phaenix* left Woosung for Amoy on the 12th inst.

H.M.S. *Rozario* left Nanking for Ningpo on the 11th inst.

H. M. S. *Britannia* left Woosung for Ningpo on the 12th inst.

H. M. S. *Aurora* left Woosung for Nagasaki to-day. On arriving there the *Glory* will transfer her flag and then leave for this port.

H. M. S. *Glory* will leave Nagasaki on the 10th inst. for Yokohama, and thence to Hongkong for docking purposes.

A concert will be given by the men of the *Talbot* to-night at the Kowloon docks reading room.

THE "AMHERST" FLOATED.

The steamer *Amherst*, which was wrecked on the Pahang bar during the North-east monsoon in June, 1901, has been successfully floated and arrived at Singapore in tow of the steamer *Ran Whatt Hin* on the 7th inst.

The task of raising the *Amherst* was entrusted to Mr. G. H. Russell by the agents, Messrs. Wee Bin & Co., it is understood on a contract of \$10,000, and much credit is due to Mr. Russell for the successful raising of the vessel, as he was only able to obtain native assistance. The *Amherst* is now anchored in the roads and presents a "ferruginous" appearance from her twelve months' submersion. Her deck fittings have been all carried away by the action of the surf, but her engines are intact and as they were quite new when the *Amherst* was wrecked there can no doubt be cleaned and used again. It is fortunate that the attempt to raise the *Amherst* was successful at the time, as the monsoon is now coming on again, and she would probably have gone to pieces before it was over. Mr. G. H. Russell came to Singapore with the *Amherst* yesterday.

ASK FOR ASAHI JAPANESE BEER—G. Gault.

SATURDAY'S FOOTBALL.

V. R. C. V. "A" ALBION.

A match was played at Happy Valley on Saturday between the Victoria Recreation Club and H.M.S. *Albion*. The game ended in a draw each side scoring two goals. The Club played several men short.

CANTON NOTES.

(From Our Correspondents.)

Canton, Nov. 15th, 1902.

THE PIRACY.

The bone in one of Mr. Evans was so badly shattered that it was found necessary to amputate the leg just above the knee. The operation was performed yesterday afternoon. He stood the operation very well, but there is very little hope entertained of his recovery. We have not been able to get a very clear account of the affair. His wife who was on the junk does not appear to know just how or why the shooting took place. One account is that when the pirates began to strip off the jewelry from his wife Mr. Evans objected and showed some resistance and the pirates used the fire arms. This is probably true for these pirates always kill where resistance is encountered.

MYSTERIOUS PARCELS.

Some days ago just at dark some men called with their wheelbarrows, at a chapel in Tung Kun and asked the preacher to receive some large parcels which they had brought. The preacher refused to receive them as no such parcels had been ordered. Just then a third man appeared and said the parcels were not for the chapel, but the barrow men fled thinking something wrong. The parcels were then handed over to the officials and opened. The parcels contained machinery for making "cartridges or counterfeit coin." The chapel name had been put on the parcels to pass the Customs. These parcels came from Hongkong RAILWAY.

Engineer Ashmead left for home a few days ago. The railway from Canton to Fatsan has been marked out, but no contract for building has been let. The bids have been so high that none could be accepted.

ROBBERIES.

An unusual number of robberies are reported. In the city men are held up nightly. Just out side the city a band seems to be at work and few people pass out without being searched. There is certainly a very great number of robbers at work.

THE PIRACY.

Another correspondent writes on the same day:—Last night the doctors amputated one of Mr. Evans' legs at the thigh, but mortification has set up in the other and this will also have to be amputated. As before stated, the doctors are very dubious of recovery, and hold out less hope to-day. Admiral 'Leu Boah' has returned to Canton leaving a Chinese gunboat at the scene of the outrage; he has succeeded in capturing four men, who are said to be implicated in the piracy, if not actually the perpetrators.

COLLISION.

On Monday last the s.s. *Chi Kong* late the *Baku Maru*, which seems a most unfortunate ship, collided with and very badly damaged the Chinese gunboat *Kwangleh*, her cutter and small boat being stove in. The *Chi Kong* escaped with slight damage. The Chinese authorities have brought the matter before the British Consul and have made a very substantial claim.

OPIUM QUOTATIONS.

Hongkong, 17th November.

Today's quotations are as follows:—
MALWA NEW @ \$609/980
LAST YEAR @ 981/1000
OLDEST @ 1,020/1,060
PATNA NEW @ 950
OLDEST @ 950
BENARES NEW @ 950
OLD NO STOCK
PERSIAN (PAPER) @ 810/860.

To-day's Advertisements.

NOTICE.

THE Partnership hitherto existing between GEORGE AMBROSE DISS and PERCY JOSEPH GILLINGS has been dissolved and the business of Tailors and Breeches Makers heretofore carried on by them at 14, Dex Vieux Road Central under the style of DISS & GILLINGS will henceforth be carried on in the same Premises by the Undersigned alone under the style of GEORGE AMBROSE DISS who will be answerable for all Debts due from the late firm of DISS & GILLINGS and will collect all Debts due therefrom. Dated this 17th day of November, 1902. G. A. GISS.

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"SAVOIA," Captain Rebellmund, will be despatched for the above Ports on THURSDAY, the 20th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor. For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 17th November, 1902. [1223d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain G. S. Weigall, will be despatched as above on FRIDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 17th November, 1902. [1223d]

To-day's Advertisements.

WARREN'S GRAND AMERICAN CIRCUS.

THE PRAYA, HONGKONG, (Facing the Central Market).

TO-NIGHT! AND EVERY EVENING AT 9 O'CLOCK.

COMPLETE CHANGE OF PROGRAMME

THE COMPANY IN ENTIRELY NEW ACTS.

THE BRIG TEST ENTERTAINMENT IN THE FAR EAST.

PRICES AS USUAL.

MATINEES Every WEDNESDAY and SATURDAY, at 3.30.

Children Half-Price to Matinees only.

GEO. WARREN, Sole Proprietor.

Hongkong, 17th November, 1902. [1223d]

A. S. WATSON & CO., LIMITED. NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1902 at the RATE OF FIFTY CENTS per Share (or FIVE PER CENT on the Capital of the Company) will be PAYABLE AT THE HONGKONG AND SHANGHAI BANK, HONGKONG, on and after SATURDAY, the 19th instant, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply to the Company's Office for their Warrants.

The DIVIDEND will also be PAYABLE AT THE HONGKONG AND SHANGHAI BANK, SHANGHAI, on Presentation of Warrants there, on and after the same date.

The REGISTER of SHARES will be CLOSED from MONDAY, the 24th instant, until TUESDAY, the 2nd December, both Days inclusive, during which Period NO Transfer of Shares will be registered.

By Order, A. H. MANCELL, Secretary.

Hongkong, 17th November, 1902. [1223d]

PUBLIC WORKS DEPARTMENT, MACAO.

NOTICE.

IT is hereby notified by this Department that at Twelve o'clock noon on the 22nd November of the current year, Tenders by public auction will again be invited, at the Secretariat of this Department, for the CONSTRUCTION OF FOUR SHEDS for the Market of San Domingos.

In order to be admitted to the Auction it will be necessary for bidders to prove that they have made a provisional deposit of \$425.25.

Conditions for competition and Specifications of the Work can be seen in this Department on Week Days, not being public holidays, between the hours of 10.30 a.m. and 3 p.m.

Public Works Department, Macao, 22nd October, 1902.

A. NUNES, Engineer in charge.

PUBLIC WORKS DEPARTMENT, MACAO.

NOTICE.

IT is hereby notified by this Department that at Twelve o'clock noon on the 22nd November of the current year, Tenders by public auction will again be invited, at the Secretariat of this Department, for the erection of TWO BLOCKS OF BUILDINGS for Shops in the Market of San Domingos.

In order to be admitted to the Auction it will be necessary for bidders to prove that they have made a provisional deposit of \$543.25.

Conditions for competition and Specifications of the Work can be seen in this Department on Week Days, not being public holidays, between the hours of 10.30 a.m. and 3 p.m.

Public Works Department, Macao, 22nd October, 1902.

A. NUNES, Engineer in charge.

1162d]

To-day's Advertisements.

THEATRE ROYAL.

Lessee and Manager, Mr. W. KEULE.

THIS MONDAY EVENING.

W A L

THE JANET WALDORF COMPANY.

L will present the Famous Drama

D "A ROYAL DIVORCE."

O VICE-REGAL COMMAND

R NIGHT.

F TUESDAY, 18th instant.

S3, S2, & S1.

Performance Punctually at 9.

ARTHUR SKYMOUR, Representative.

Hongkong, 17th November, 1902. [1223d]

GOVERNMENT NOTIFICATION.

No. 685.

The following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 24th day of November, 1902, at 3 P.M., are published for general information.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 7th November, 1902. [1223d]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 24th day of November, 1902, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Aberdeen, in the Colony of Hongkong, for a term of 75 YEARS, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.				Area in Acres.	Upset Price.
		ft.	ft.	ft.	ft.		
1	Aberdeen.	185	185	54	64	11,450	1,500

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"VINDOBONA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into

Shipping- Steamers.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	19th Nov., at Noon.
TAFIRO	2540	A. Fraser	Do.	26th Nov., at Noon.
PERLA	1980	J. McGinty	Do.	Do.
DIAMANTE	1980	R. Rodger	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS. [1203d]

OCEAN STEAMSHIP CO. LIMITED. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PELUS" 3rd December, 1902.	
"	"TYDEUS" 15th "	
"	"TELEMACHUS" 31st "	
"	"FROMETHEUS" 8th January, 1903.	

HOMEWARDS.

FOR LONDON.	SAILING DATES.
"AGANEMNON" (FOR AMSTERDAM and LONDON)	25th Nov., 1902.
"TANTALUS" (FOR AMSTERDAM and LONDON)	9th Dec., "
"ULYSSES" (FOR AMSTERDAM and LONDON)	23rd "
"PELUS" (FOR AMSTERDAM and LONDON)	6th Jan., 1903.
"ANTENOR" (FOR AMSTERDAM and LONDON)	20th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	SAILING DATES.
"DEUCALION" (FOR LIVERPOOL and LONDON)	18th Nov., 1902.
"ALCINOUS" (FOR LIVERPOOL and LONDON)	30th Dec., "
"TYDEUS" (FOR LIVERPOOL and LONDON)	20th Jan., 1903.

S.S. "DEUCALION" has arrived and leaves for LIVERPOOL, TO-MORROW.

S.S. "LAERTES" has arrived and leaves for AMOY, TO-MORROW.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI	"CHINKIANG" 18th November.	
SHANGHAI	"WOOSUNG" 19th "	
CEBU and LOILO	"KAIKONG" 20th "	
SHANGHAI	"SHANG" 21st "	
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA" 28th, 5th December.	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. † Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. ‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports. § See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY LIMITED.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"TEENKAI" 19th November.	
"	"MOYUNE" 27th November.	
"	"OOPACK" 10th December.	
"	"NINGCHOW" 25th December.	

HOMEWARDS.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS.	DUE.
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS via NAGASAKI, KOBE and YOKOHAMA.	"MOYUNE" 29th November.	
"	"NINGCHOW" 27th December.	

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA" and "INDRASAMHA," between

HONGKONG AND PORTLAND (OR.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

STEAMERS.	SAILING DATES.
"INDRAPURA" 4,899 Tons.	Nov. 17.
"INDRASAMHA" 5,197 "	Dec. 14.
"INDRAVELLI" 5,899 "	Jan. 14.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 19th November.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 23rd November.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 26th November.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 30th November.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 17th November, 1902.

Shipping.

STEAMERS.

IMPERIAL GERMAN MAIL LINE. STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship

"KIAUTSCHOU," of the HAMBURG-AMERIKA LINE. Captain P. Lunschloss, due here with the outward German Mail about WEDNESDAY, the 15th instant, will leave for the above Places about 24 hours after arrival.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 8th November, 1902. [1563c]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship

"INDUS," Captain Duchateau, will be despatched for the above Ports on or about MONDAY, the 17th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 11th November, 1902. [1004c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"VINDOBONA," Captain Cobol, will leave for the above places, TO-MORROW, the 18th instant, at Noon.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 11th November, 1902. [1107]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship

"AUSTRALIAN," Captain P. T. Helms will be despatched for the above Ports, on THURSDAY, the 20th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th October, 1902. [1124d]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG. "BORDER KNIGHT" About 20th Nov.

"CROCODON" 10th Dec.

"ORONO" 20th Dec.

"MOGUL" 31st Dec.

"HINDUSTAN" 10th Jan., 1903.

"MACDUFF" To follow.

"SHIMOSA" To follow.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 11th November, 1902. [1107d]

NIPPON YUSEN KAISHA. RESUMPTION OF MANILA SERVICE.

FOR MANILA. THE Company's Japanese Mail Steamship, "KASUGA MARU," 4,000 Tons, Captain Hector Fraser, will be despatched for the above Port on THURSDAY, the 27th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 5th November, 1902. [1177d]

CHINA NAVIGATION CO., LTD. HONGKONG TO SYDNEY AND MELBOURNE, VIA

USUAL AUSTRALIAN PORTS OF CALL. AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS. "CHANGSHA" leaves on 5th Dec.

"HONGTU" 25th Dec.

"KAIKONG" 20th Jan.

"TSINAN" 20th Jan.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, C. N. Co., Ltd.

"BEN" LINE OF STEAMERS. FOR GENOA, LONDON AND ANTWERP. THE Steamship

"BENMOHR," Captain Wallace, will be despatched as above on or about MONDAY, the 15th December.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th November, 1902. [1187d]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAICHING," Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 18th instant, at Daylight.

For Freight or Passage apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 17th November, 1902. [1221d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, TO SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

"MARQUIS BACQUEHEM," Captain Rascheff, will be despatched as above TO-MORROW, the 18th instant, at Noon.

This Steamer has capital accommodation for passengers. Electric light and carries a doctor.

For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

Hongkong, 17th November, 1902. [1071d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"NAMSANG," Captain Geo. Payne, will be despatched as above on FRIDAY, the 21st instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th November, 1902. [1227d]

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.) REGULAR SERVICE BETWEEN HONGKONG AND MANILA, IN 48 HOURS.

THE Company's well-known Steamship "ROSETTA MARU," 3,876 Tons.

Captain N. Tate, will be despatched hence for MANILA, on SATURDAY, the 2nd instant, at Noon.

To be followed by "ROHILLA MARU," on or about 26th instant.

Magnificent accommodation. Comfortable cabins. Excellent table. Unvaried speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, Ice House Street.

Hongkong, 15th November, 1902. [1189d]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

"MARQUIS BACQUEHEM," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 19th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 13th November, 1902. [1071d]

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES OF CARGO per Steamship "PERU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN, Agent.

Hongkong, 13th November, 1902. [1187d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 20th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th November, 1902. [1227d]

Consignees.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES. THE Steamship

"KIAUTSCHOU," of the HAMBURG-AMERIKA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M., TO-NIGHT.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 20th instant, at 9.30 A.M.

All Claims must reach us before the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 13th November, 1902. [1633c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Company's Steamship

"TIROL," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—From Trieste, ex S.S. Imperatrix transhipped at Bombay.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 19th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Prince's Buildings.

Hongkong, 13th November, 1902. [1160d]

THE P. & O. S. N. Co.'s Steamship

"MALACCA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 13th November, 1902. [14]

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "MOGUL," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 13th November, 1902. [1214d]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE. THE H.A.L. Steamship

"SUEVIA," Captain Borch, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by HAMBURG-AMERIKA LINE, Agents.

Hongkong, 14th November, 1902. [1217d]

Intimations.

ST. JOSEPH'S COLLEGE, HONGKONG. Owing to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS. Hongkong, 22nd November, 1902.

EVIDENCE

For Canton—Per *Hankow*, to-morrow, the 18th instant, at 7.30 A.M.
 For Swatow, Amoy and Foochow—Per *Hakling*, to-morrow, the 18th instant, at 8 A.M.
 For Bangkok—Per *Hongkul*, to-morrow, the 18th instant, at 9 A.M.
 For Hoibow and Haiphong—Per *Hongkong*, to-morrow, the 18th instant, at 9 A.M.
 For Amoy—Per *Tataras*, to-morrow, the 18th instant, at 11 A.M.
 For Straits, Colombo and Bombay—Per *Marquis Bachequem*, to-morrow, the 18th instant, at NOON.
 For Macao—Per *Heungshun*, to-morrow, the 18th instant, at 1.15 P.M.
 For Yokohama and Kobe—Per *Vindobona*, to-morrow, the 18th instant, at 3 P.M.
 For Shanghai—Per *Wetang*, to-morrow, the 18th instant, at 3 P.M.
 For Ningpo and Shanghai—Per *Chinkiang*, to-morrow, the 18th instant, at 4 P.M.
 For Kunchuck and Samshui—Per *Tungkong*, to-morrow, the 18th instant, at 4 P.M.
 For Amoy and Foochow—Per *Youna*, to-morrow, the 18th instant, at 5 P.M.
 For Swatow, Amoy and Poochow—Per *Anging Maru*, on Wednesday, the 19th instant, at 8 A.M.
 For Manila—Per *Rubi*, on Wednesday, the 19th instant, at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 19th instant, at 11 A.M.
 For Shanghai—Per *Woosung*, on Wednesday, the 19th instant, at 4 P.M.
 For Nagasaki and Vladivostok—Per *Savvia*, on Thursday, the 20th inst., at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Teru*, on Thursday, the 20th inst., at 11 A.M.
 For Singapore, Penang and Calcutta—Per *Namsung*, on Friday, the 21st instant, at 11 A.M.
 For Shanghai—Per *Shimui*, on Friday, the 21st instant, at 4 P.M.
 For Europe, &c., India, via Tuticorin—Per *Matilia*, on Saturday, the 22nd instant, at 11 A.M.
 For Manila—Per *Zufra*, on Wednesday, the 26th instant, at 11 A.M.
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kasuga Maru*, on Thursday, the 27th inst., at 3 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 3rd Dec., at 11 P.M.
 For Singapore—Per *Shanghai*, on Wednesday, the 10th Dec., at 11 A.M.

Capt. Scott, of the steamer *Solomanca* from Bangkok, reports:—Moderate to fresh monsoon, fine weather.

Capt. Keay, of the steamer *Deucalion* from Shanghai, reports:—Strong NE. monsoon and heavy sea throughout with almost continuous rain.

Capt. Patterson, of the str. *Hsingjung* from Shanghai, reports:—Strong NNE. wind accompanied with rainy weather throughout passage down.

Capt. William, of the str. *Pakhoi* from Wu'hu, etc., reports:—Had light southerly winds to Heachu with fog, from thence to port moderate monsoon and sea.

Capt. Tasaka, of the str. *Ariake Maru* from Kutchinotzu, reports:—We had variable light breeze to 15th, then from 15th we experienced strong NE wind and overcast rainy weather.

Capt. Pennefather, of the str. *Kaifong* from Cebu, reports:—Light to gentle N.E. breeze and fine clear weather with smooth sea until off the land, then fresh to strong E.N.E. breeze and thick overcast weather, moderate sea.

Capt. Hodgins, of the str. *Hai-ching* from Foochow, etc, reports:—Moderate N.E. monsoon and fine. Vessels in Amoy: *Holloway Keelung*, *Daphne*, *Amy*. In Swatow: *Chang chow*, *Hanyang*, *Yunna*, *Hangchow*, *Tung chow*, *Tak-sing*, *Lak ang*, *Wing-sang*, *Lien-shing*, H.M.S. *Algerine* and I.R.C. *Pingching*.

Outward—28th October—*Maduff, Glen*.
 31st October—*Glenfaraj, Moyne, Ulysses*.
 11th November—*Bombay, Nurnberg, Benledi*.
 7th November—*Bingo Mary*. 11th
 November—*Silesia, Hiltgen*. 14th November—
Merionethshire, Opoick, Breconshire.
 Homeward—31st October—*Tonkin*. 4th
 November—*Dayern, Hamborg*. 7th November—
Candia, Aflon. 11th November—*Glenesk*.
Prussen, Salazie. 14th November—*Nippon*.
 Arrivals at Home—28th October—*Hakala*.
Muru, Ahroddit, Paking, Dardanus, Lennox.
 31st October—*Munachen*. 1st November—*Ceylon*.
 4th Nov.—*Seneca*. 7th November—*Pyr*.
Phus, Cenadler, Oceanic, Proultheu. 11th
 November—*Indramayo, Dioned, Awa Muru*.
Prinz Regent Luifbold. 14th November—

<i>Zaire</i>	at	Kowloon (11.5)
<i>H.M.S. Talbot</i>	"	" "
<i>H.M.S. Otter</i>	"	" "
<i>Tucumã</i>	"	" "
<i>Heungshan</i>	"	" "
<i>H. I. G. M. S. Tiger</i>	"	" "
<i>Paul Doumer</i>	"	" "
<i>Solent</i>	"	" "
<i>Phu C. C. Kao</i>	"	Cesmapsi lun
<i>Indrapura</i>	"	" "

Hongkong, 17th November.	
ON LONDON, Telegraphic Transfer	17/9 1/2
Bank Bills, on demand	17/9 1/2
Credits, 4 months' sight	17/15 1/2
D'ments; 4 months' sight	18 1/8 1/2
ON BERLIN, (debt and)	M. 1.65
ON PARIS, Bank Bills, on demand	204 1/2
Credits, 4 months' sight	208 1/2
ON NEW YORK, Bank Bills, on demand	39 1/2
Credits, 30 days' sight	40 1/2
ON BOMBAY, Telegraphic Transfer	131 1/2
On demand	132 1/2
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	73 1/2
ON YOKOHAMA, T.T.	27 1/2 prem.
Sovereigns, Bank's Buying Rate	\$12.20
Gold Leaf 100 touch, per tnel	63.10
Bar Silver	62.10

Barnes, C. H.
 Bell, J. T.
 Black, J.
 Boggan, Mr. & Mrs. R.
 Bond, Mr. and Mrs.
 Bortwick, Mr. & Mrs.
 R. W.
 Bowers, Dr. F. H.
 Brown, J. W.
 Brown, M. S.
 Cabbage, L. C.
 Castellan, J. J.
 Chartier, G. de la
 Clark, Hon. Dr. F.
 Clark, W. J.
 Cole, G. C.
 Cole, J. S.
 Crago, Dr. J. M.
 Davis, Mrs. J. L.
 Delvesser, D.
 Derbyshire, F. H.
 Downing, T. C.
 Edwards, F. W.
 Evans, N. G.
 Faundreroy, J. D.
 Fisher, H. G.
 Fleming, D. W.
 Gayoso, J. L.
 Glover, C.
 Grant, John
 Hashish, A. T.
 Hayler, A.
 Heckford, R. G.
 Hirst, S.
 Hills, F. W.
 Hollingsworth, A.
 Howard, Thos.
 Huber, P. F.
 Hunter, Dr. W.
 E. S.
 Husted, M. S.
 Jameson, Mrs.
 Keshimabara, H.
 Lamm, A.
 Laid, E. A.
 MacCawwar, R. T.
 Mackenzie, A. J.
 Mackie, G.
 Main, F. and servant
 Maitre A. E.
 Manning, L. W.
 Hashin, A. T.
 McLaughlin, W. F.
 McMullen, Dr. J.
 Milton, Mr. and Mrs.
 Mudra, Dr. A.
 Murphy, Mr. and Mrs.
 E. O.
 North, R. C. J.
 Oldorp, K.
 Osborn, Mrs.
 Parsons, John
 Potts, Mrs. W. Hutton
 Power, Misses (2)
 Powell, J.
 Rankin, J.
 Reave, Miss
 Reifsnyder, R.
 Itcalanin, R.
 Rhodes, Capt. and Mrs.
 Riley, D. W.
 Russell, Mr. and Mrs.
 Haibrook. Mrs. nurse
 and 2 children
 Schouw, C.
 Skott, C.
 Sifford, P. A.
 Simpson, C.
 Siva, M.
 Smart, P.
 Smart, Misses (3)
 Smart, Mr. and Mrs.
 H. P.
 Smith Miss J.
 Snewin, E. A.
 Statham, Rev. W.
 Steinlein, J.
 Suffert, Mrs.
 Terkelsen, O.
 Thomas, L. J.
 Thomson, Dr. J. C.
 Uberti, Lt. E. J. de
 Warren, Mr. and Mrs.
 Watkins, C. A.
 Weyersberg, G.
 Weyse, W. J. G.
 Whelan, Mrs. A. M.
 William, A. J.
 Wilson, F.
 Woolmer, Mr. & Mrs.
 O. E.

Jeringer, Dr.	Krebs, Capt. & Mrs. H.
Disney Mr. and Mrs. S.	Long, K.
Disney, Miss N.	Langlands, Mrs.
Disney, Miss J.	Langlands, A. O. D.,
Disney, Miss G.	Capt.
Drigh on, T.	Lault, T.
Creswell, W. T.	Meyer, Miss Ioy
Creswell, Miss & child	Meyer, Miss Dor's
Davidson, N. K.	Meyer, Miss Steele
Focke, F.	Meyer, Mrs.
Harrison, W. Stuart	Pontifex, E. C.
Jay, C. H.!!	Schrader, H. I. G. N.,
Hollingsworth, Capt.	Capt.
and Mrs.	Stephens, Mr. & Mrs.
Hughes, A.R.M.C., Col.	M. J. D.
G. A.	Wilgrms, Mr. and Mrs.
Hughes, Kerfoot	and child
Klepe, F.	

Archavala, Mr. and	Mounsey, F.
Bardinet, P.	Mounsey, K. W.
Brutton, G.	Piper, H. F.
Campbell H.	Rennada, W. II.
Chopé, Mr. and Mrs.	Reulé, W.
C. S. and child	Rivera, Mr. and Mrs.
Clark, Mrs. G.	A.
Currier, Miss A. E.	Roberts, Mrs.
Dufour, Mrs.	Roberts, N. H.
Farrers, L. H.	Robensu, R.
Fernandez, J. L.	Rutherford, D. H.
Grant, Powell	Sarle, A. L.
Hadden, G. C.	Thomas, C. B.
Hamilton, A. H. C.	Smithers, R. G.
Houghton R.	Stewart, Mrs. John
Ilumbreys, W.	Stoddard, F.
Jaffe, Daniel	Taylor, Mr. and Mrs.
Juarez, Mr. and Mrs.	S. W.
M. P.	Timothy, S. N. W.
Kemp, J. II.	Warren, Mr. & Mrs. G.
McGregor, Norval	York, Misses (2)

Beattie, Andrew,
Benson, A. F., Major
and Mrs. H. G.
Berkeley, Sir Henry
Berkeley, H.
Bewley, R.A.N.C., Major
A. W.
Bottenheim, Mr. and
Mrs. A. H. and
children
Brabazon, Ralph A.
Brayne, H. F. R.
Brown, R.E., Col. L. F.
Brown, R.E.
Bryan, G. H.
Chapman, Mr. & Mrs.
Cockell, Edgar
Craig, R. M.C., Lieut.
B. A.
Crake, William A.
Crichton, A. R., Capt.
and Mrs. H.
Denny, D.A.A.G., Major
and Mrs. W. A. C.
Edwards, Mrs. E.
Fawcett, R. A., Capt.
P. H.
Fawcett, Mrs. P. H.
Ferner, A.P.D., Col. and
Mrs. G. H.
Fink, A.
Fitch, Mrs. W. Grant,
and companion
Forbes, Andrew
Fowler, C. P.
French, A.S.C., Major
G. A.
Grati, G. C., Lindsay
Gros, Mr. & Mrs. E. F.
Howes, A. B.
Hulden, S.
Heron, Lieut.-Col. and
Mrs. and child
Heron, G. O.
Hewett, A.P.D., Cap.
J. C.
Howes, A. H.
Jeffries, H. H.
King, R. U.
King, R.E., Major H. S.
Koch, C.
Macnamah, Dr. and
Mrs. H. W.
Marten, J.
McDermott, A. P. J.
Miller, Mr. & Mrs. J. F.
Mitchell, Robert
Norris, R.N., Surgeon
and Mrs. H. L.
Otto, W.
Philpott, Leonard H.
Pollock, K. C., H. E.
Radcliffe, R.E., Capt &
Mrs.
Reid, Mr. & Mrs. T. H.
Rumsby, R.N., Hon. R.
Murray
Sawyer, Mrs. W. E.
Shill, A.
Shankhar, W. O. C.
Stokes, A. C.
Stoppa, Paul
Thiel, C.
Thomson, J. S.

Anderson, Mrs. E. F. Harvey, Lieut. and
Anderson, Miss Mrs. J. S.
Besaard, Mrs. Helms, W.
Dana, Mr. and Mrs. Lambelle, Lieut. and
G. K. Mrs. F. W.
Denison, Mrs. A. Parker, Capt. and Mrs.
Georg, Mr. and Mrs. C. Surplice, Mr. and Mrs.
Garrard, Jr. U.S.A. F. R. C.
Capt. and Mrs. L. F.

Andrews, Mrs.¹ H. J. Keith, Mr. and Mrs.
and 2 children and 2 children.
Andrews, Mrs. G. and Keyt, Dr.
2 children Loges, Mr.
Bird, Mr. Mangelsdorff, E.
Block, Mr. Redfern, Mrs. J. R. and
Carter, H. E. 2 children
Cronin, J. Reid, Mr. A.
Houghton, Mrs. Sebes, Mr.
Kappeler, Mr. & Mrs. Symington, J. R.
and 2 children Stapelfeldt, M
Kling, Carl

Back, Stanley	Nobbs, A. P.
Back, Mrs. Stanley	Price, F. H.
Ball, Geo.	Robnett, Paymaster &
Crockett, Mrs.	Mrs. J. D., U.S.N.
Crockett, Miss	Robnett, Master
Florence, P. B.	Woodburn, D.
Lindbergh, Capt.	

Steamers.

ADELEINE RICKMERS, German steamer, Heinrichsen, 30th Oct.,—Moji 25th Oct., Coal.—Arnhold, Karberg & Co.

ANPING MARU, Japanese steamer, 1,053, I. Coto, 15th Nov., Swatow 14th Nov., General.—Missui Bussan Kaisha.

CLITUS, British steamer, 1,588, McDonald, 1st Nov.,—Legal (Java). 21st Oct., Sugar.—Butterfield & Swire.

DERAMORE, Norwegian steamer, 1,496, Carl Borge, 14th Nov.,—Hongay 11th Nov., Coals.—Bradley & Co.

DEUTEROS, German steamer, 1,001, F. Frahm, 11th Nov.,—Manila 8th Nov., Ballast.—Siemssen & Co.

ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 3rd Nov.,—Kwong-chau-wan 2nd Nov., General.—E. A. Trading Co.

EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 29th Oct.,—Vancouver 6th Oct., and Shanghai 26th, Mail and General.—C. P. R. Co.

GAEA, Norwegian steamer, 624, Pedersen, 15th Nov., Canton 14th Nov., Ballast.—Nam Wo & Co.

HEINRICH MENZEL, German steamer, 989, W. Wiese, 14th Nov.,—Wuhu 8th Nov., Rice.—E. A. Trading Co.

HINSANG, British steamer, 1,537, W. E. Saver, 10th Nov.,—Shanghai 5th Nov., and Swatow 9th, General.—Jardine, Matheson & Co.

HONGKONG French steamer, 725, J. Bonnier

November 14th, 1902, p.m.						
STATION	HOOR	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND DIRECTION.	WEATHER.
Wladivostok	2	p.m.	30.00	31	NE	5
Nemuro	"	"	29.41	"	W	5
Hakodate	"	"	29.66	"	W	8
Tokio	"	"	29.74	"	SW	4
Kochi	"	"	29.83	"	NE	2
Nagasaki	"	"	29.91	"	W	6
Kagoshima	"	"	29.87	"	W	0
Oshima	"	"	29.92	"	N	4
Naha	"	"	29.93	"	NW	4
Ishigakijima	"	"	29.97	"	S	4
Taihouku	7	p.m.	29.98	"	NW	4
Taichi	"	"	29.96	"	W	6
Tainan	"	"	29.95	"	E	4
Koshun	"	"	29.98	"	E	4
Pescadores	"	"	29.98	"	"	"
Gutzlaff	3	p.m.	30.11	70	NNW	cm
Sharp Peak	"	"	29.98	76	ENE	4
Amoy	2.30	p.	29.97	76	SE	0
Swatow	3	p.m.	29.98	79	E	0
Canton	"	"	29.91	79	E	0
Hongkong	4	p.m.	29.94	76	88	0
Victoria Peak	"	"	29.91	76	SE	4
Gap Rock	"	"	29.91	"	E	3
Macao	"	"	29.92	77	ESE	1
Hailung	"	"	29.88	66	SSW	1
Malaita	"	"	29.88	68	S	2
Malaita	3	p.m.	"	"	"	"
Bacod	"	"	29.88	68	"	"
Cebu	"	"	"	"	"	"
C. St. James	4	p.m.	"	"	"	"

Wladivostock	7 a.m.	30.22	42	54	E	1	b
Nemuro	6 a.m.	29.92	—	—	NE	N	—
Hakodate	—	29.97	—	—	N	6	—
Tokio	—	29.82	—	—	N	4	—
Kochi	—	29.91	—	—	N	W	—
Nagasaki	—	29.99	—	—	NW	N	—
Kagoshima	—	29.99	—	—	N	2	—
Oshima	—	30.05	—	—	N	3	—
Naha	—	30.05	—	—	NE	E	—
Ishigakijima	—	30.01	—	—	E	1	—
Taihouku	5 a.m.	30.05	—	—	E	6	—
Taichu	—	29.98	—	—	N	0	—
Tainan	—	29.98	—	—	N	2	—
Koshun	—	30.00	—	—	N	0	—
Pescadores	—	30.00	—	—	NE	6	—
Zulufaz	9 a.m.	30.32	55	94	N	6	omp
Sharp Peak	—	30.15	67	84	NE	5	od
Amoy	6.30 a.	30.09	71	80	NE	3	—
Syvatov	9 a.m.	—	—	—	—	—	—
Canton	—	—	—	—	—	—	—
Hongkong	10 a.m.	30.06	77	85	E	3	o
Victoria Peak	—	30.04	—	—	ESE	E	—
Cap Rock	—	30.04	—	—	E	2	c
Macao	—	30.06	70	—	E	1	—
Hainpong	—	—	—	—	—	—	—
Manila	—	30.00	82	77	WSW	E	b
Malate	9 a.m.	—	—	—	E	1	b
Bacolod	—	—	—	—	NE	3	o
Iloilo	—	29.96	83	—	N	1	o
Cebu	—	—	—	—	—	—	—
C. St. James	10 a.m.	—	—	—	—	—	—

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Maiduru Maru.....	Nov. 26
Bremen, &c.	Sachsen	April 15
"	Kiautschou	Dec. 10
"	Bayern	Dec. 24
"	König Albert.....	Jan. 7
"	Prinzess Irene	Jan. 21
"	Preussen	Mar. 4
"	Gera	Nov. 26
"	Darmstadt	Feb. 4
"	Karl ruhe	Feb. 18
"	Hamburg	Nov. 18
"	Prinz Heinrich	April 1
Cebu & Iloilo	Kaifong	Nov. 20
Piome, &c.	M. Baquechem	Nov. 18
Poochow, &c.	Anping Maru	Nov. 18
Genoa, &c.	Benmohr	Dec. 15
Havre & Hamburg.	Serbia	Nov. 19

Japan	Sileneberg	Jan. 13
"	Kumano	Nov. 28
Kobe & Yokohama	Kawachi Maru	Nov. 21
"	Hiroshima Maru	Dec. 5
"	Ringo Maru	Dec. 5
Liverpool	Alcinous	Dec. 20
"	Tydeus	Jan. 20
London	Agamemnon	Nov. 25
"	Tanlaus	Dec. 9
"	Ulysses	Dec. 23
"	Peleus	Jan. 6
"	Antenor	Jan. 20
"	Massilia	Nov. 21
Marseilles, &c.	Wasaka Maru	Nov. 20
"	hanghai	Dec. 10
Manila	Rubi	Nov. 19
"	Roh Ila Maru	Nov. 26
"	Roseita Maru	Nov. 22
"	Loongsang	Nov. 21
Nagasaki, &c.	Savoia	Nov. 20
New York	Bordor Knight	Nov. 29
Portland, (Or.)	Indrasamba	Dec. 14
"	Indravelli	Jan. 14
"	Indrapura	Nov. 17
San Francisco, &c.	America Maru	Dec. 6
"	Nippon Maru	Jan. 24

	Hongkong Maru	Dec. 31
	China	Jan. 8
	Doric	Jan. 17
Shanghai	Woosung	Nov. 19
	Shansi	Nov. 21
	Bengal	Nov. 22
	Indus	Nov. 17
Singapore, &c.	Yamaguchi Maru	Nov. 21
	Namsang	Nov. 21
Swatow, &c.	Daijin Maru	Nov. 23
	Dangi Maru	Nov. 30
	Hainan	Nov. 18
Sydney, &c.	Kassu Maru	Nov. 27
	Changsha	Dec. 5
	Chingtu	Dec. 25
	Faiyuan	Jan. 20
	Australian	Nov. 20
Vancouver &c.	Empress of Japan	Dec. 17
	Empress of China	Jan. 14
	Empress of India	Nov. 19
	Athenian	Dec. 31
	Tartar	Dec. 3
Victoria, B.C.	Tucoma	Dec. 13

17	Moyune	Nov. 29
18	Iyo Maru	Dec. 2
Yokohama, &c.....	Bombay	Dec. 2
19	Vindobona	Nov. 18

(NOVEMBER 17th.

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$630 sales
National Bank of China, Limited.	8	\$27 sellers
Do. Founders.....	1	\$10
Marine Insurances.		
Union Insurance Society of Canton, Limited....	\$ 50	\$460 buyers
China Traders' Insurance Company, Limited....	\$ 25	\$63 buyers
North China Insurance Company, Limited.....	\$ 25	Taels 177½
Yangtze Insurance Association, Limited.....	\$ 60	\$31 buyers
Canton Insurance Office, Limited.....	\$ 50	\$167½ sellers
Fire Insurances.		
Hongkong Fire Insurance Company, Limited....	\$ 50	\$350 sellers
China Fire Insurance Company, Limited.....	\$ 20	\$86 sellers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited.....	\$ 15	\$37½ sales and sellers
Indo-China Steam Navigation Company, Limited.....	\$ 10	\$103 sales and sellers
China and Manila Steamship Company, Limited.....	\$ 50	\$25 buyers
Do.	\$ 5	nominal
Douglas Steamship Company, Limited.....	\$ 50	\$41½ buyers
"Star" Ferry Company, Limited.....	\$ 10	\$23 sales
Do.	\$ 5	\$3 sales
"Shell" Transport and Trading Company, Limited.....	\$ 4	£1.15.0 sales
Shanghai Tug Boat Company, Limited.....	Taels 100	Taels 330 sellers
Taku Tug and Lighter Company, Limited.....	Taels 50	Taels 55 sales
Shanghai Cargo Boat Company, Limited.....	Taels 100	Taels 165 sellers
Co-operative Cargo Boat Company, Limited.....	Taels 100	Taels 165 sellers
Refineries.		
China Sugar Refining Company, Limited.....	\$ 100	\$99 sellers
Luzon Sugar Refining Company, Limited.....	\$ 100	\$15 buyers
Perak Sugar Cultivation Company, Limited.....	Taels 50	Taels 77
Mining.		
Punjom Mining Company, Limited.....	\$ 10	\$2½ sellers
Punjom Mining Preference Shares.....	\$ 1	\$1 sellers
Société Française des Charbonnages du Tonkin.....	Francs 250	\$600 sellers
Jebleu Mining and Trading Company, Limited.....	\$ 5	\$1.50 sellers
Raub A'lian Gold Mining Company, Limited.....	£0 18s. 10d.	\$5½ buyers
Chinese Engineering & Mining Company, Ltd.....	1	Taels 8.10 sellers
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited.....	\$ 50	\$217½ sales and sellers
S. C. Farrah, Boyd & Co., Ltd.....	Taels 100	Taels 210 sales
Hongkong and Kowloon Wharf and Godown Company, Limited.....	\$ 50	\$90 sales and sellers
New Amoy Dock Company, Limited.....	\$ 64	\$37 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited.....	Taels 100	Taels 307½ sales
Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited.....	\$ 10	\$10 sales and sellers
Hongkong Land Investment and Agency Company, Limited.....	\$ 100	\$185 sellers
Kowloon Land and Building Company, Ltd.....	\$ 30	\$31 buyers
West Point Building Company, Limited.....	\$ 50	\$48 buyers
Hongkong Hotel Company, Limited.....	\$ 50	\$137 buyers
Oriente Hotel Company, Limited (Manila).....	\$ 50	\$40 sellers
Astor House Hotel Co., Limited (Shanghai).....	\$ 25	\$40 buyers
Hotel des Colonies Co., Ltd. (Shanghai).....	Taels 25	Taels 16 sales
Queen's Hotel (Wei-hai-wei).....	Taels 25	Taels 25
Humphrey's Estate and Finance Company, Limited.....	\$ 10	\$12½ sales and sellers
Shanghai Land Investment Company, Limited.....	Taels 50	Taels 127½ buyers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	\$ 10	\$17 buyers
Ewo Cotton Spinning and Weaving Company, Limited.....	Taels 100	Taels 38 sellers
International Cotton Manufacturing Company, Limited.....	Taels 100	Taels 40 sales
Lau-ling-mow Cotton Spinning and Weaving Company, Limited.....	Taels 100	Taels 39 sales
Soy Chee Cotton Spinning Company, Limited.....	Taels 500	Taels 150
Tobacco, Gigar and Cigarette Company.		
Alhambra, Limited.....	\$ 500	\$500 buyers
Philippine Tobacco Trust Co. Limited.....	\$ 50	\$40 sellers
Shanghai-Sumatra Tobacco Company.....	\$ 20	Taels 45 buyers
American Cigarette Company, Limited.....	Taels 50	Taels 49
Miscellaneous.		
Green Island Cement Company, Limited.....	\$ 10	\$21 sales and sellers
China-Borneo Company, Limited.....	\$ 15	\$25 sales
A. S. Watson & Co., Limited.....	\$ 10	\$15½ sales
Watkins, Limited.....	\$ 10	\$7 buyers
Hongkong Electric Company, Limited.....	\$ 10	\$13 buyers
Hongkong Electric Company, Limited.....	\$ 5	\$6½ sales and buyers
Hongkong and China Gas Company, Limited.....	\$ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited.....	\$ 50	\$125 sellers
Geo. Fenwick & Co., Limited.....	\$ 25	\$49 buyers
Hongkong Ice Company, Limited.....	\$ 25	\$240
Hongkong High-Level Tramways Co., Ltd.....	\$ 100	\$345
Dairy Farm Company, Limited.....	\$ 6	\$12 sellers
Hongkong and China Bakery Company, Limited.....	\$ 50	\$40 sellers
Campbell, Mopre & Co., Limited.....	\$ 10	\$35
Bell's Asbestos Eastern Agency, Limited.....	£0 12s. 6d.	\$1 buyers
United Asbestos Oriental Ag'cy, Limited.....	\$ 4	\$8½ buyers
Do. Founders.....	\$ 10	\$155
Tebrau Planting Company, Limited.....	\$ 5	nominal
Universal Trading Co., Limited.....	\$ 20	\$9½ sellers
Hongkong Steam Water-boat Co., Limited.....	\$ 7	\$21 sellers
China Light and Power Co., Limited.....	\$ 20	\$15 sellers
Robinson Piano Co., Limited.....	\$ 50	\$50
Manila Investment Co., Limited.....	\$ 50	\$20 sellers
William Powell, Limited.....	\$ 10	\$9 buyers
Shanghai-Langkai Tobacco Company, Limited.....	Taels 100	Taels 340 sales
Telegraphic Address—"Rialto."		
Telephone No. 148.		
P. O. Box No. 117.		
BENJAMIN, KELLY & POTTS,		
<i>Share Brokers</i>		

VESSEL'S NAME,	FROM	AGENTS	DUE
Coptic.....	Shanghai	Pacific Mail S. S. Co.	To-morrow
Tarjar.....	Shanghai	C. P. R. Co.	To-morrow
Adira.....	Manila	Siemens & Co.	To-morrow
Teenka.....	Singapore	Butterfield & Swire	November 19th
Yamaguchi Maru.....	Shimonoseki	Nippon-Yusen Kaisha	November 19th
Kawachi Maru.....	Singapore	Nippon Yusen Kai-ha	November 19th
Strassburg.....	Singapore	S. smsen & Co.	November 20th
Monmouthshire.....	Singapore	Shewan, Tomes & Co.	November 20th
Lyra.....	Valdivostok	Boston Tow Boat Co.	November 21st
Bengal.....	Singapore	P. & O. S. N. Co.	November 22nd
Empress of Japan.....	Vancouver	C. P. R. Co.	November 24th
Moeyune.....	Glaskow, &c.	Butterfield & Swire	November 27th
Hiroshima Maru.....	Bombay	Nippon-Yusen Kaisha	November 28th
Tremont.....	Tacoma	Boston Tow Boat Co.	December 1st
Hyades.....	Tacoma	Boston Tow Boat Co.	December 2nd
Peleus.....	Glaskow, &c.	Butterfield & Swire	December 3rd
Andrasamha.....	Portland, Or.	P. & A. S. S. Co.	December 4th
Korea.....	San Francisco	P. M. S. & Co.	December 6th
Oopack.....	Glaskow, &c.	Butterfield & Swire	December 10th

We would direct the attention of shipping firms to the style in which "Steamers Reported" and "Projected Sailings" are now published in these columns and in so doing respectfully ask the managers of the shipping firms to give order to their clerks to furnish this same style of forms already enclosed gratis with the first order for a full year's subscription.

Gentlemen's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiery,
Haberdashers and General Outfitters.**

Gentlemen's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

ON VIEW IN OUR SHOW ROOMS ON MONDAY NEXT.

BABY CARRIAGES AND MAIL CARTS, NEW DESIGNS INCLUDING THE PATENT FOLDING CART.

Cooking Stoves from \$18 to \$140.

THE VERY LARGEST AND BEST ASSORTED STOCK OF FASHIONABLE COATS, CAPES AND
JACKETS IN THE EAST. ALL THE NEWEST AND BEST SHAPES IN MADE UP
FURS, FUR CAPES AND JACKETS.

SMART FRENCH MILLINERY.

LADIES' WARM SHIRTS AND BLOUSES. NEW TRIMMINGS
AND APPLIQUES OF GREAT RICHNESS.

'XMAS FANCY GOODS AND TOYS.

AN ENTIRELY NEW STOCK OF

FANS FANS FANS

OSTRICH FEATHER, SILK AND EMPIRE.

Ball Season 1902-03.

HEAVY BROCHE SILKS, DELICATE VOILES, PEAU DE SOIE, ZIBELINES, EOLIENNES, SATIN
CLOTHS, BROCHE TAFFETAS, BENGALINES, ETC., ETC. FOR EVENING WEAR.
EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

GENTLEMEN'S OUTFITTING DEPARTMENT.

BATH GOWNS, DRESSING GOWNS, RUGS, HATS, BOOTS, UMBRELLAS,
SHIRTS, GLOVES, TIES, SHOES, BOOTS, HALF HOSE FOR EVENING WEAR.
THE HONG SHIRT FOR BUSINESS WEAR. BEST FRENCH PRINT AND ZEPHYR SHIRTS.

NO MORE UNTIDY COLLARS.

ALL OUR DOUBLE COLLARS HAVE A PATENT LOCK WHICH ENTIRELY PREVENTS THEM GAPING OPEN IN THE
FRONT, ALWAYS IN POSITION. ALWAYS COMFORTABLE. NO TROUBLE. STOCKED IN ALL
SIZES AND SHAPES AND FOUR DEPTHS.

DRESSMAKING DEPARTMENT.

UNDER THE SUPERVISION OF A HIGHLY QUALIFIED DRESSMAKER. CUT, FIT AND STYLE GUARANTEED.